25' RESPONSE BOAT – HOMELAND SECURITY (RB-HS) OPERATOR'S HANDBOOK



COMDTINST M16114.37





2100 Second Street, S.W. Washington, DC 20593-0001 Staff Symbol: G-OCS Phone: (202) 267-1313

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Subj: 25' RESPONSE BOAT - HOMELAND SECURITY (RB-HS) OPERATOR'S HANDBOOK

- 1. <u>PURPOSE</u>. This Manual provides technical orientation, performance characteristics, and basic operating procedures for the 25' Response Boat Homeland Security (RB-HS). It also standardizes boat outfit equipment and layout.
- 2. <u>ACTION</u>. Area and district commanders, commanders of maintenance and logistics commands, commanding officers of headquarters units, assistant commandants for directorates, Chief Counsel, and special staff offices at Headquarters shall ensure adherence to the contents of this Manual at all units which operate and/or maintain 25' RB-HS. To ensure standardization, there is no command requirement with regard to the type or location of equipment carried except as noted. All design or structural alterations are prohibited unless specifically authorized by Commandant (G-SEN).
- 3. DIRECTIVES AFFECTED. None.
- 4. <u>DISCUSSION</u>. This Manual contains the information necessary to safely and efficiently operate the 25' RB-HS. The operational capabilities, limitations, and emergency procedures are clearly stipulated. The fittings, outfit list, and physical characteristics of the boat are pictured and described in detail. This Manual is directive in nature and applies to all 25' RB-HS crews, operational and supervisory commands.
- 5. PROCEDURE. District, operational and unit commanders for all 25' RB-HS units shall ensure the procedures and limitations detailed within this Manual are followed. Forward any comments, corrections, recommendations and questions regarding this handbook to the RB-HS Facility Manager in accordance with Section 1.C. of this Manual. Design and structural change requests shall be submitted as outlined in the Naval Engineering Manual, COMDTINST M9000.6 (series).

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- 6. <u>ENVIRONMENTAL ASPECT AND IMPACT CONSIDERATIONS</u>. Environmental considerations were examined in the development of this directive and have been determined to be not applicable.
- 7. FORMS AVAILABILITY. None.

J. C. OLSON /s/ Acting Assistant Commandant for Operations



RECORD OF CHANGES

CHANGE NUMBER	DATE OF CHANGE	DATE ENTERED	ENTERED BY





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Chapter 1 Introduction

Introduction

This handbook contains specific information necessary for the safe and efficient operation of the 25' Response Boat - Homeland Security (RB-HS). It defines operational capabilities, limitations, and emergency procedures. In addition, it shows or describes the fittings, outfit list, and physical characteristics of the boat.

In this chapter

This chapter contains the following sections:

Section	Topic	See Page
A	Warnings, Cautions, and Notes	1-3
В	Facility Manager	1-5
C	Changes	1-7
D	Action	1-9

Operator's Handbook – RB-HS





Section A. Warnings, Cautions, and Notes

Introduction	The following definitions apply to Warnings, Cautions, and Notes found throughout the handbook.				
A.1. Warning	WARNING ♥	Operating procedures or techniques that must be carefully followed to avoid personal injury or loss of life.			
A.2. Caution	CAUTION!	Operating procedures or techniques that must be carefully followed to avoid equipment damage.			
A.3. Note	NOTE &	An operating procedure or technique essential to emphasize.			

Chapter 1 - Introduction





Section B. Facility Manager

Introduction

Commandant (G-OCS-2) is the facility manager for the RB-HS. The RB-HS is a standard boat as defined in the *Boat Management Manual*, COMDTINST M16114.4 (series); and the *Naval Engineering Manual*, COMDTINST M9000.6 (series).

Chapter 1 - Introduction





Section C. Changes

Introduction

Commandant (G-OCS-2) promulgates this handbook and its changes. Submit recommendations for changes to G-OCS-2 via standard memo or electronic mail. For more information, contact G-OCS-2, Response Boat – Homeland Security Facility Manager.

The address for G-OCS-2 is:

Commandant (G-OCS-2) U.S. Coast Guard Headquarters 2100 Second Street S.W. Washington, D.C. 20593-0001

Attn: Response Boat – Homeland Security (RB-HS) Facility Manager

C.1. Engineering changes (ECs)

All engineering changes (ECs) issued since the RB-HS has been in service are provided in *Appendix B*. ECs issued after the date of this revision supersede information in this handbook where applicable.

Chapter 1 - Introduction





Section D. Action

Introduction

Operating and supervisory commands and boat crews will comply with the procedures and limitations specified in this publication and any duly issued changes.

D.1. Configuration control

Configuration control for the RB-HS is critical for standardization of equipment and safety of operations.

NOTE &

To maintain fleet-wide standardization, unit commanders shall not change or vary the type or location of equipment carried except where noted. Design or structural alterations are prohibited unless specifically authorized by the USCG Engineering Logistics Center (ELC) and are in accordance with the *Naval Engineering Manual*, COMDTINST M9000.6 (series).

NOTE &

Prototype testing of RB-HS configuration changes may only be carried out with the specific authorization of the USCG ELC.

Chapter 1 - Introduction





Chapter 2 Boat Characteristics

Introduction

This chapter describes standard RB-HS features. The general location of the major hull and system components is presented in this chapter. Detailed information about hull and system components is provided in *Chapter 3*, *Boat Systems*.

NOTE &

All illustrations in this operator's handbook are for familiarization only. The location of hull fittings and system components in these illustrations may not accurately reflect proper placement and installation on all hulls.

In this chapter

This chapter contains the following sections:

Section	Topic	See Page
A	General Description	2-3
В	Compartments	2-7
C	Main Deck Equipment	2-17
D	Main Deck Stowage	2-23

Operator's Handbook – RB-HS





Section A. General Description

A.1. Design

The RB-HS is a deep-V, rigid mono-hull with a stabilizing solid, closed cell polyethylene foam collar.

A.1.a. Hull and deck

The hull and deck structure of the RB-HS is constructed of marine grade aluminum and is welded using Metal Inert Gas (MIG) or Tungsten Inert Gas (TIG) welding techniques as required.

A.1.b. Walking surfaces

Non-skid material is installed on the deck areas except that a 1-inch "no non-skid" area is provided around fittings, between non-skid pads and around deck drains.

A.1.c. Cabin

The cabin is constructed of 5052 marine grade aluminum and is welded to the hull. The cabin provides seating for the four crewmembers. All boat systems operating controls are contained in the cabin. A small cuddy cabin, forward of the main cabin area, provides spaces for additional personnel. A hinged radar arch and the VHF antennas atop the cabin can be lowered for RB-HS transport on a C-130 aircraft.

A.1.d. Collar

The collar is manufactured from closed cell polyethylene foam with an ultraviolet (UV) stable polyurethane coating. The collar is bolted directly to the outside of the hull and cannot lose buoyancy or absorb water.

A.1.e. Bow post and tow post

An integral bow post and tow post are welded to the hull structure. Both posts may be used as gun mounting points.

A.2. Manufacturer

The RB-HS was designed and manufactured by:

SAFETM Boats International 8800 SW Barney White Rd. Port Orchard, WA 98367



A.3. Missions

The RB-HS is intended to operate from Coast Guard stations, Marine Safety Offices (MSOs), and Marine Safety and Security Teams (MSSTs) with the following missions:

- Defense Operations (DO)
- Port Safety and Security (PSS)
- Recreational Boating Safety (RBS)
- Marine Environmental Protection (MEP)
- Enforcement of Laws and Treaties (ELT)
- Marine Safety and Security (MSS)
- Search and Rescue (SAR)

A.4. Boat specifications

The following provides a list of all physical and operational characteristics of the RB-HS.

A.4.a. Physical characteristics

Design Length	25' (7.6 meters)
Length Overall (bow to lowered rope guard)	29' 4" (8.9 meters)
Length at Waterline	22' 6" (6.8 meters)
Beam Overall	8' 6" including collar (2.6 meters)
Operational Draft (engines at operating trim)	39" (.98 meters)
Height (on trailer, radar pod down)	8' 10" (2.7 meters)
Highest Fixed Point Above Waterline	8' 9" (2.7 meters)
Highest Point of Mast (white anchor light)	11' 1½" (3.4 meters)
Seating	10
Crew Capacity	4
Passenger Capacity	6
Fuel Tank Capacity	125 gallons
Propulsion Machinery	Two Honda 225-HP, 4-stroke outboards
Propellers	19" Mercury Offshore Series

NOTE &

The RB-HS can operate with a minimum complement of two, a coxswain and crewmember. Crew and passenger weights shall be 180 pounds per person when calculating weights for other loading configurations.

Weight (fully outfitted)	
Maximum Weight (fully outfitted, four crew,	
six passengers)	
Weight (fully outfitted with trailer)	9450



A.4.b. Operational characteristics

Maximum Speed 46 knots at 6000 RPM Cruise Speed (full load condition) 35 knots at 4100 RPM Maximum Range at Cruise Speed 175 NM Maximum Operating Winds 25 knots Maximum Operating Seas 6' (no surf) Maximum Towing Capacity 10 displacement tons Outside Air Temperature 0 to 105 °F Outside Water Temperature 28 to 95 °F Ice Breaking None

A.5. Hull reference points

The following reference points on the RB-HS are frequently used (**Figure 2-1**):

- Watertight bulkhead 7½
- Watertight bulkhead 13½
- Watertight bulkhead 16

Frames are numbered aft to forward.



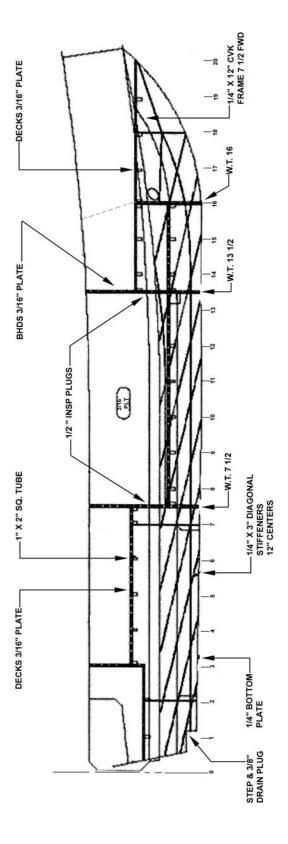


Figure 2-1 25' RB-HS Boat Hull Construction



Section B. Compartments

Introduction

The hull of the RB-HS (**Figure 2-2** and **Figure 2-3**) is comprised of a single pressure-tested, airtight, welded compartment. A 125-gallon fuel tank, fabricated from ¼-inch 5086 aluminum and supported by rubber isolation mounts, is part of the hull's structure.

B.1. Anchor/ ammunition locker

An anchor locker, with fabricated door (**Figure 2-4**), anchor tie-downs and drain, is located at the bow, forward of the bitt. The locker has drain holes that empty onto the foredeck and out through the shell discharge tubes. Storage shelves are built into the locker door to accommodate four boxes of ammunition.

B.2. Cabin

The full width cabin (**Figure 2-5**) has seating for four crew with additional seating in the cuddy cabin. Two pneumatic suspension seats are located forward, two bolster seats aft. Port and starboard sliding glass windows allow for air circulation and overhead tinted spotter windows allow for greater visibility. A hinged weather-tight door is built into the aft bulkhead. Two sliding doors are located on the port and starboard sides of the main cabin. Welded handrails provide a minimum of two handholds for every seated crewmember. An overhead hinged instrument panel (OHIP) holds secondary "Contura" switches for navigation and deck lighting. Two 12-volt fans are mounted on the OHIP.



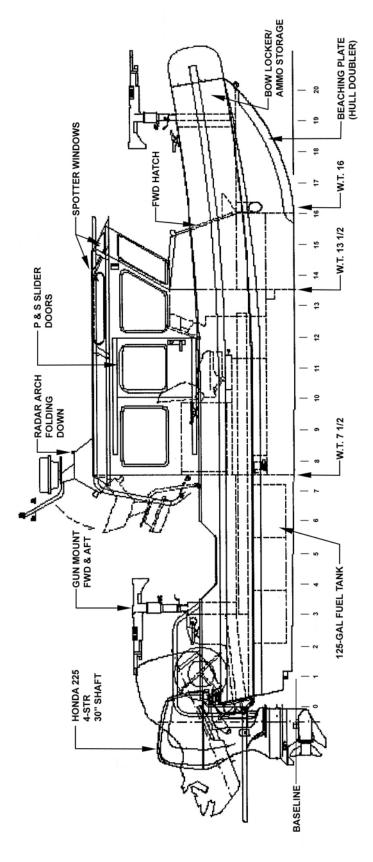


Figure 2-2 Outboard Profile



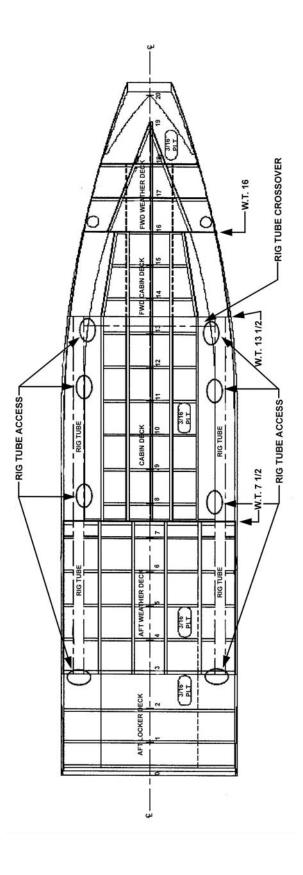


Figure 2-3 Inboard Profile



Table 1

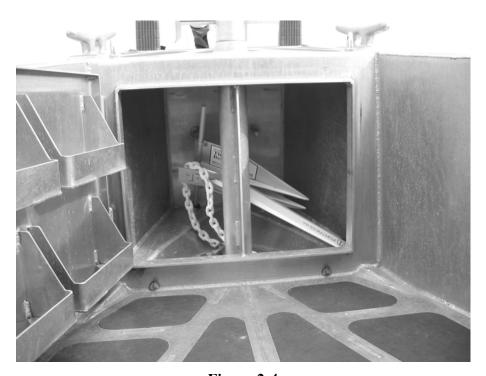


Figure 2-4 Anchor/Ammunition Locker



Figure 2-5



Cabin

B.2.a. Windows

The cabin has 12 windows. The two forward facing windows incorporate windshield wipers (**Figure 2-6**). Two windows (port and starboard) (**Figure 2-7**) are built into the sliding doors abeam of the helm chairs. The doors lock in the *open* position using an internal auto lock and slide mechanism that latches automatically when closed. Two combination (fixed/opening) windows are aft of the sliding doors (**Figure 2-8**). Two aft facing windows (port and starboard) are on the aft bulkhead (**Figure 2-8**). An aft facing window is built into the weather-tight door in the aft bulkhead (**Figure 2-8**). Four tinted spotter windows are built into the overhead (**Figure 2-9**).



Figure 2-6 Forward Cabin Window with Windshield Wiper





Figure 2-7 Sliding Cabin Door



Figure 2-8 Cabin Windows and Weather-Tight Door





Figure 2-9 Spotter Windows



CAUTION!

The weather-tight door in the forward bulkhead of the cuddy cabin shall be secured after each use to prevent water intrusion.

B.3. Cuddy cabin

A weather-tight door is located in the forward bulkhead of the cuddy cabin (Figure 2-10) leading to the foredeck. A bench seat is provided on the starboard side. The Webasto® diesel-burning, forced air heater for cabin and window defrosting is located on the port side of the cuddy cabin behind an aluminum access cover. A B-1 fire extinguisher is mounted on the protective cover. The diesel fuel tank for the heater is located aft of the cabin on the port side.



Figure 2-10 Cuddy Cabin

B.4. Port and starboard storage boxes

Port and starboard lockers are located astern of the weather deck. The port box contains access to the fuel management system that includes the tank information plate, fuel filters, fuel pickup, vent tubing, primer bulbs, and WemaTM fuel-sending unit. A portable B-1 fire extinguisher is also mounted in the starboard locker. The starboard locker accesses the rigging tube for the outboard engines.



B.5. Electric bilge pump

The electric bilge pump (**Figure 2-11**) is located in the bilge on the centerline, under the rear cabin step. The pump is rated at 1100 gallons per hour and has a built-in float switch for automatic operation. The pump will turn *on* when the water level reaches $2\frac{1}{8}$ inches and *off* when no load is sensed by the pump's impeller. The discharge for the bilge pump is located on the aft, starboard exterior cabin bulkhead, above the deck edge walkway. The pump requires 12 VDC for operation and draws 3.3 amps at 12 volts.

The boat is outfitted with a portable, manual bilge pump rated at 10 strokes per gallon and 6 gallons per minute.



Figure 2-11
Electric Bilge Pump

Chapter 2 – Boat Characteristics





Section C. Main Deck Equipment

C.1. Bow eye

A stainless steel bow eye (**Figure 2-12**) is through-bolted to the stem below the collar and above the waterline, and secured with backing plate and two ½-inch stainless steel nuts.

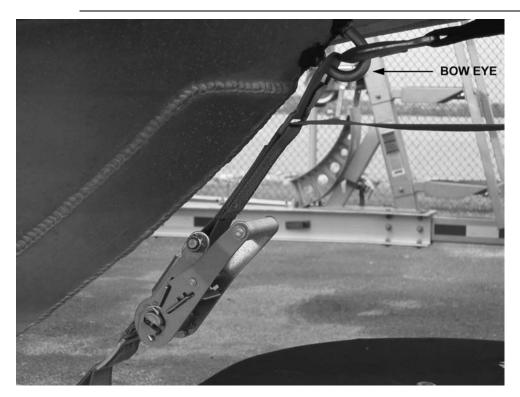


Figure 2-12 Bow Eye

C.2. Standard cleats

Six 10-inch aluminum standard cleats (**Figure 2-13**) located port, starboard, forward, aft, and amidship are fully welded to the gunwhale.

C.3. Tow bitts

Two tow bitts (**Figure 2-14**) are located forward and aft on centerline with stainless steel norman (cross) pins. Each bitt accommodates the MK 16 light machine gun stand.





Figure 2-13 Standard Cleat

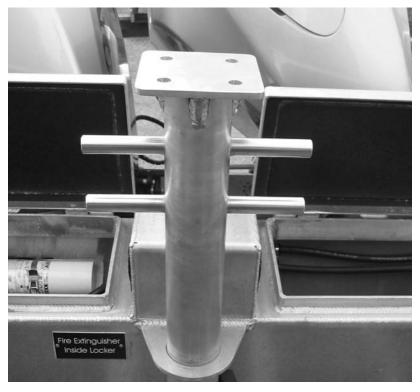


Figure 2-14 Tow Bitt



C.4. Handrails

A single horizontal handrail (**Figure 2-15**) runs continuously port and starboard and around the front of the cabin. Two additional port and starboard handrails lead aft then vertically midway down the transom. A single horizontal handrail runs the width of the radar pod. Two vertical handrails are located port and starboard on the aft exterior cabin bulkhead (**Figure 2-15**).



Figure 2-15 Handrails

C.5. Transom eyes

Two stainless steel transom eyes (**Figure 2-16**), suitable for securing the RB-HS to the trailer, are located port and starboard on the transom above the waterline.





Figure 2-16 Transom Eye

C.6. Non-skid

The exterior decks are covered with non-skid pads. All non-skid edges are treated with edge seal. A 1-inch clearance is provided between the non-skid pads and deck fixtures, accesses and openings.

C.7. Deck lighting

The superstructure has four dimmable light emitting diode (LED) deck lights (**Figure 2-17**) mounted low on the port and starboard sides of the cabin exterior to allow safe crew movements during night operations. Controls for these lights are located on the overhead hinged instrument panel (OHIP).

C.8. Lifting eyes

The RB-HS has four lifting eyes (**Figure 2-18**). Two are located above the anchor locker and two are located in the forward bulkhead of the aft lockers. Each eye is rated at 9500 pounds. Special slings, available from SAFETM Boats International, should be used to lift the boat.



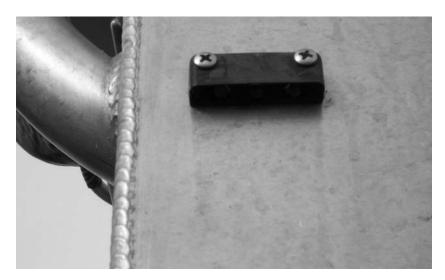


Figure 2-17 Deck Lighting

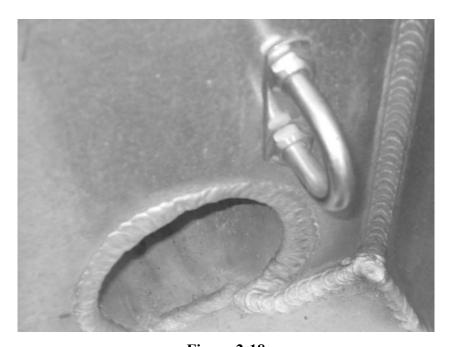


Figure 2-18 Lifting Eyes

C.9. Navigation Lights

Port and starboard navigation lights (Figure 2-19) are mounted on the cabin above the forward windows.

C.10. Ring Buoy

A 24-inch ring buoy is mounted at the stern on the port side.



C.11. Towline reel

A fabricated towline reel (**Figure 2-20**) is mounted on the aft face of the radar arch. The reel is outfitted with 150 feet of ³/₄-inch double-braided nylon line, which can be used for towing or anchoring. The working end of the line is fitted with an eye splice and thimble to attach to the anchor chain. The towline reel has a ball-lock pin to keep the reel from rotating in the frame.



Figure 2-19 Navigation Light (Port)



Figure 2-20 Towline Reel



Section D. Main Deck Stowage

D.1. Anchor/ ammunition locker

An anchor/ammunition locker (**Figure 2-4**) with fabricated door, anchor tie-downs and drain is located at the bow, forward of the bitt. The locker has drain holes that empty onto the foredeck and out through the shell discharge tubes. Storage shelves are built into the locker door to accommodate four boxes of ammunition.

CAUTION!

The port aft deck locker is not to be used for storage due to risk of damage to the fuel system components.

D.2. Port aft deck locker

The port aft deck locker (**Figure 2-21**) contains access to the fuel tank and WemaTM fuel-sending unit. It contains the fuel management system including the fuel filters, fuel pickup, vent tubing, and primer bulbs. The port locker accesses the port side rigging tube.

D.3. Starboard aft deck locker

The starboard aft deck locker (**Figure 2-22**) accesses the rigging tube for the outboard engines and a portable B-1 fire extinguisher. The boat's 12-VDC electrical system negative bus bar is located under a plastic cover on the forward bulkhead in the starboard aft deck locker.

D.4. Pump stowage

A portable pump can be strapped forward of the rear lockers using the lifting eyes and approved tie-down straps.





Figure 2-21 Port Aft Deck Locker



Figure 2-22 Starboard Aft Deck Locker



Chapter 3 Boat Systems

Introduction

This chapter discusses the boat's mechanical, electrical, and manual operating systems. It describes basic characteristics and provides information to allow the boat's crew to operate effectively.

In this chapter

This chapter contains the following sections:

Section	Торіс	See Page
A	Propulsion System	3-3
В	Hull System	3-15
C	Collar System	3-23
D	Steering System	3-25
Е	Propulsion Fuel System	3-29
F	Communications/Navigation System	3-33
G	Electrical System	3-39
Н	Seating System	3-43
I	Heating System	3-45
J	Trailer System	3-49
K	Weapons Mounting/Stowage	3-53
L	Hull Exterior Lighting	3-55

Operator's Handbook – RB-HS





Section A. Propulsion System

Introduction

The propulsion system for the RB-HS consists of two Honda outboard engines (**Figure 3-1**) mounted on the transom.

NOTE &

All references to engine locations are taken standing behind the engine propeller looking forward.

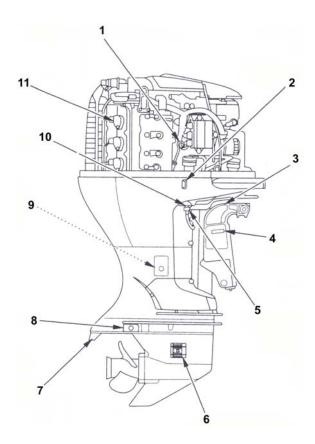
A.1. Engine

Each engine, rated 225 HP at 5500 RPM, is a four-stroke, V6, water-cooled engine with a single overhead cam. Engine displacement is 212 cubic inches (3741 cubic centimeters) with a 3.5-inch bore and 3.66-inch stroke (89 x 93 millimeters). The operating weight of each engine is approximately 633 pounds. (See **Figure 3-2** and **Figure 3-3**)



Figure 3-1 Outboard Engines

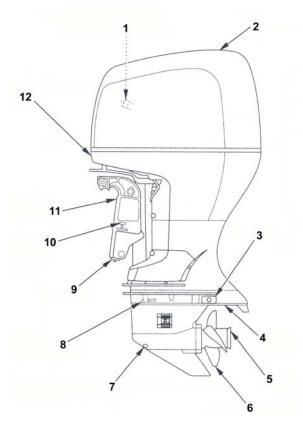




- 1. Oil level dipstick
- 2. Power tilt switch
- 3. Tilt lock lever
- 4. Frame serial number
- 5. Flush plug connector
- 6. Cooling water intake port
- 7. Trim tab
- 8. Zinc anode
- 9. Engine oil drain bolt
- 10. Cooling system indicator
- 11. Spark plug

Figure 3-2 Outboard Engine (Starboard Side)





- 1. Oil filler cap
- 2. Engine cover
- 3. Zinc anode
- 4. Anti-ventilation plate
- 5. Exhaust port/water outlet port
- 6. Propeller

- 7. Gear oil drain plug
- 8. Gear oil level plug
- 9. Zinc anode
- 10. Manual relief valve
- 11. Stern bracket
- 12. Engine cover latch

Figure 3-3
Outboard Engine (Port Side)



A.2. Lubrication systems

The engine oil system is a trochoid pump pressure system with a capacity of 8 U.S. quarts (7.6 liters) of SAE 10W-30, API standard (SG, SH, SJ). The engine oil dipstick (**Figure 3-2, 1**) is located on the starboard side of each engine under the engine cover. The oil filler cap (**Figure 3-3, 1**) is under the engine cover on the port, forward side of the engine. The oil drain plug (**Figure 3-2, 9**) is located on the starboard side of the engine behind a small rectangular cover, which is retained in place by a screw. A spin-on type, disposable oil filter is mounted on the back of the engine block, directly above the engine fuel filter.

The gear case requires 1.24 U.S. quarts (1.17 liter) of SAE 90 outboard motor gear oil, API standard (GL-4/5). The gear case utilizes a splash-type lubrication system. A gear oil level and fill plug (**Figure 3-3, 8**) is located on the forward, port side of the engine directly above the anti-ventilation plate. The gear oil drain plug (**Figure 3-3, 7**) is located on the port side of the horizontal propeller shaft fairing.

A.3. Engine cooling system

The engine cooling system consists of an impeller type pump and thermostat mounted on the engine. Two cooling water intake ports (**Figure 3-2, 6**) are located on the port and starboard sides of the lower outboard fairing, directly above the horizontal propeller shaft. A cooling system indicator (**Figure 3-4**) on the starboard side of the engine cover shows that water is circulating through the engine cooling system.

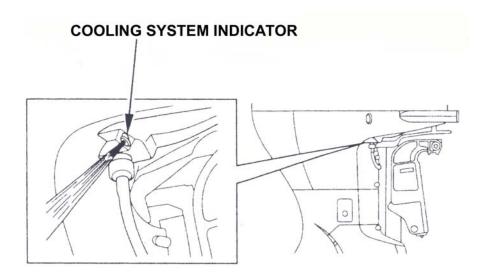


Figure 3-4 Cooling System Indicator



CAUTION!

The fuel system requires unleaded 86-octane gasoline or higher.

A.4. Engine fuel system

An electric-powered mechanical fuel pump provides fuel to each cylinder as metered by an electronic fuel injection system. A priming bulb (**Figure 3-5**), located in the inlet line to the outboard engine, primes and pressurizes the outboard engine fuel system for starting. A water separator (**Figure 3-6**) is located beside the oil dipstick and provides a visual indication of the presence of water in the fuel. The separator should be cleaned when excessive water is present.

A fuel pump filter is located directly below the engine oil filter. The filter is mounted in a translucent cup to provide for a visual indication of sediment or water. The filter is disposable and should be replaced periodically or when excessive sediment or water is observed.

Fuel for the outboard engines is stored in a hull-mounted fuel system.

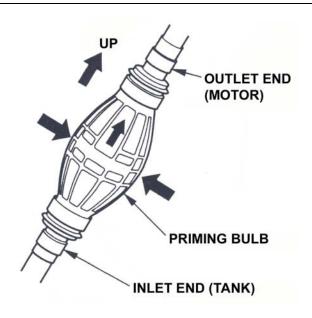


Figure 3-5
Fuel Priming Bulb



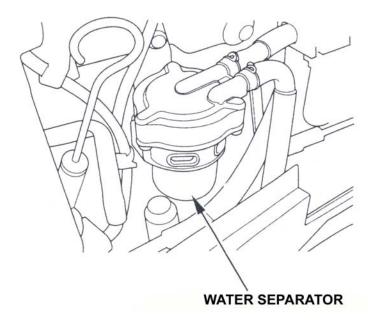


Figure 3-6 Water Separator

A.5. Ignition system

The ignition system is a fully transistorized battery ignition system with six spark plugs and six ignition coils (**Figure 3-2, 11**). The left and right engine undercovers must be removed to gain access to the plugs and coils. Spark plugs specified by the manufacturer are DENSO, part number VKJ20RZ-M11 or NGK, part number IZFR6F11.

A.6. Starter

A direct cranking starter is mounted on each outboard engine. The starter requires 12 VDC and 110 ampere hours.

A.7. Engine controls

The gearshift and throttle control (**Figure 3-7**) for both engines is located on the starboard dash panel. Each lever controls engine RPM and ahead or astern movement. Moving the throttle lever 35 degrees from neutral selects the gear, forward or reverse, and further movement increases engine speed. The port throttle lever contains the power trim/tilt switches for both engines. These rocker-type switches, labeled UP and DN, change the angle of the outboard motor to trim the boat for normal operation, shallow water operation, beaching, launching and mooring.



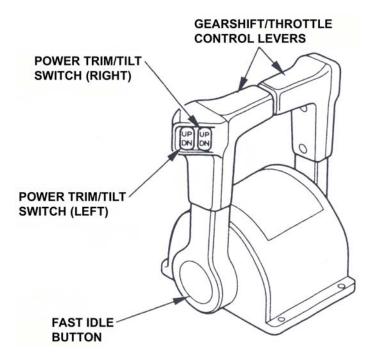


Figure 3-7
Gearshift and Throttle Control

A.8. Engine key switch panels

Two engine key switch panels (**Figure 3-8**) are mounted below the gearshift and throttle control. Each panel has an ignition key switch for starting and ignition, labeled OFF-ON-START. The key switch is interlocked to allow engine starting only with the throttle lever in *neutral*.

An engine kill switch is installed below the ignition key switch for each engine. The engine kill switch clip must be inserted in the engine kill switch in order for the engine to start and run. The kill switch key is attached to an 18-inch lanyard, which is clipped or attached to the operator's PFD or boat crew survival vest. Should the operator/coxswain fall away from the controls, the engine(s) will immediately stop.

Engine warning lights are mounted above the key switches on the switch panels.





Figure 3-8 Key Switch Panels

CAUTION!

The engines must be up and locked for all trailering evolutions.

A.9. Power tilt switch

The power tilt switch (**Figure 3-9**) is mounted on the starboard side of the engine cover. The power tilt switch will operate without turning the ignition *on*. The switch is used when the engine is stopped to raise the engine for mooring, trailering or maintenance.

A.10. Manual relief valve

The manual relief valve (**Figure 3-10**) is located on the port side of the engine's stern bracket and is used in conjunction with the tilt lock lever. By inserting a screwdriver in the manual release valve and turning the screw, the engine can be manually tilted and locked.

A.11. Tilt lock lever

The tilt lock lever (**Figure 3-11**) is used to support the engine in the *fully raised* position. The lever is located between the engine housing and the frame of the engine.

A.12. Sacrificial zinc anodes

Sacrificial zinc anodes (**Figure 3-2, 8** and **Figure 3-3, 3, 9**) are used to protect the outboard motor from corrosion. Two of the anodes are located on the gear case, one on the stern bracket and two small anodes are located in the water passages of the engine block.



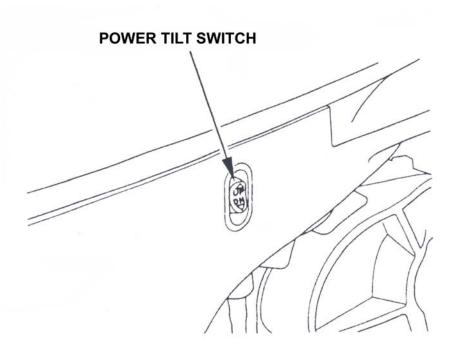


Figure 3-9
Power Tilt Switch

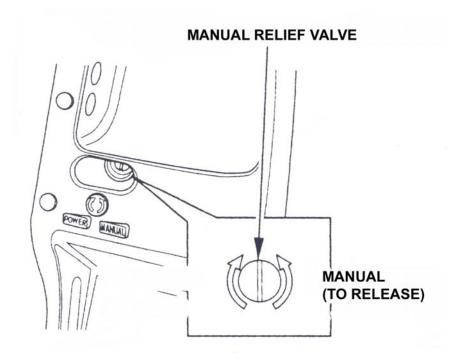


Figure 3-10 Manual Relief Valve



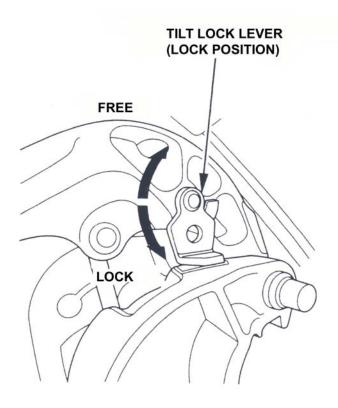


Figure 3-11 Tilt Lock Lever

A.13. Engine exhaust port/water outlet port

The engine cooling water and engine exhaust gases are discharged around the propeller shaft (**Figure 3-3, 5**) and through the hub of the propeller.

A.14. Fuse panel

A fuse panel for outboard engine electrical components is located under the outboard engine cover (**Figure 3-12**). A 150-amp fuse is provided for the alternator and 10-, 15-, and 30-amp fuses are provided for the ignition, starter and battery charging circuits.



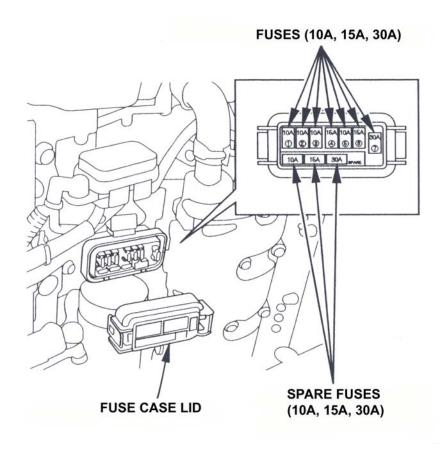


Figure 3-12 Fuse Panel

CAUTION!

The left- and right-hand propellers ARE NOT interchangeable.

CAUTION!

Changing the propeller configuration will change the operating characteristics of the boat. Any changes must be submitted in accordance with the *Naval Engineering Manual*, COMDTINST M9000.6 (series).

A.15. Propellers

Each propeller is a stainless steel, four-blade propeller, with a 14-inch diameter and 19-degree pitch.



A.16. Flo-Torq assembly

To protect the propeller, engine and lower gear unit gears, the RB-HS has the Mercury Marine Flo-Torq II propeller cushion hub kit (**Figure 3-13**) on the installed propellers. The hub kit reduces the shock on the lower unit gears and engine when shifting gears, and also absorbs shock if the propeller hits an object. The hub kit is a safety device designed to break down and slip under excessive torque loading. The cost of the sacrificial cushion hub replacement is relatively inexpensive when compared with expensive engine damage.

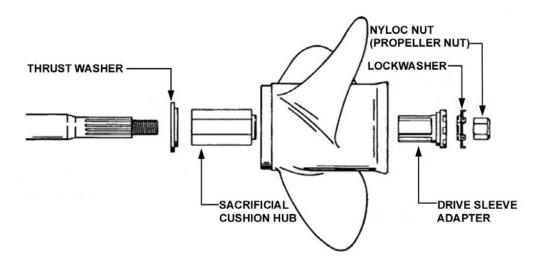


Figure 3-13 Flo-Torq II System



Section B. Hull System

Introduction

The boat's hull is fabricated from 5086 marine aluminum. The hull's design is a deep-V mono-hull with a pointed bow and flat transom.

The deadrise is 25 degrees at the transom; defined as the angle between the baseline plane and the hull bottom when measured perpendicular to the boat's centerline.

The hull consists of ½-inch 5086 bottom plating. The decks and side plating are ½-inch 5086 marine grade aluminum. The boat has a fixed fender system to protect the exterior of the hull during alongside work. The boat's hull has sufficient buoyancy and stability to float upright with the fendering system removed.

CAUTION!

The operational draft, engines at operating trim, is 39 inches.

B.1. Draft

The hull's deepest draft with the engines raised is at the step, which is on the keel at bulkhead 1, forward of the transom (**Figure 2-1**), and is approximately 30 inches.

B.2. Sound insulation

A layer of two-part, maintenance free, polyurethane foam covers the bottom 4 inches of the hull. The foam is flame retardant and complies with ASTM flame spread requirements. The foam's main purpose is to provide sound insulation.

B.3. Performance fins

The performance fins (**Figure 3-14**) are located port and starboard below the aft portion of the collar. They provide lift upon acceleration and create a vacuum for stabilization during turning.

B.4. Lifting strakes

The hull contains three custom lifting strakes (**Figure 3-14**) on each side of the V bottom hull to improve seakeeping, directional stability and planing performance.

B.5. Beaching plate

A ½-inch 5086 beaching plate (**Figure 3-15**) is welded to the keel along the forefoot to provide additional protection to the hull.





Figure 3-14
Performance Fin and Lifting Strakes

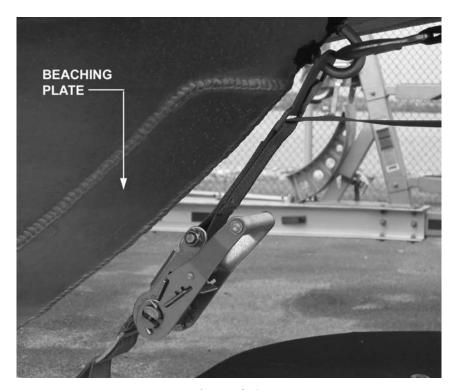


Figure 3-15 Beaching Plate



B.6. Inspection access

Two $\frac{1}{2}$ -inch inspection plugs are located inside the cabin near frames $\frac{7}{2}$ and $\frac{13}{2}$. A borescope is required for internal inspection.

B.7. Diagonal stiffeners

The ¼-inch x 3-inch diagonal stiffeners (**Figure 3-16**), spaced 12 inches apart, are designed to efficiently disperse impact energy. This unique herringbone framing directs impact energy along its natural course of flow.

B.8. Rig tubes

Rig tubes are located directly below the main deck on the port and starboard sides and terminate at watertight bulkhead 13½, where they interconnect with the transverse rigging tube. There are multiple access points to the rig tubes.

B.9. Hull access plug

The hull access plug is located forward of the transducer in the step. This can be used for hull draining and borescope access.



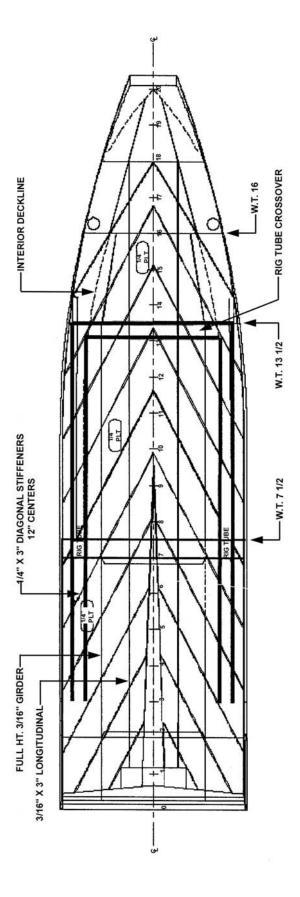


Figure 3-16 Hull Construction Top View



B.10. Deck drains and scuppers

There are six deck drains and four scuppers on the RB-HS as follows:

- 2 Forward Cabin Deck Drains
- 2 Forward Cabin Deck Scuppers
- 2 Aft Weather Deck Drains
- 2 Aft Locker Deck Drains
- 2 Aft Locker Deck Scuppers

B.10.a. Forward cabin deck drains

Two $2\frac{1}{2}$ -inch diameter drains are located in the aft, outboard corners of the forward cabin deck, just forward of the cuddy cabin door (**Figure 3-17**).

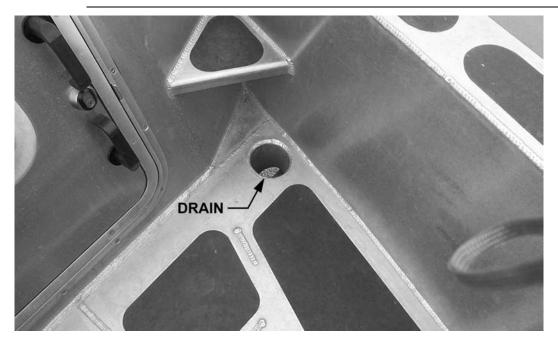


Figure 3-17
Forward Cabin Deck Drain

B.10.b. Forward cabin deck scuppers

The forward cabin deck drains interface with scoop type scuppers (**Figure 3-18**) under the hull to allow water taken over the side to drain from the boat.



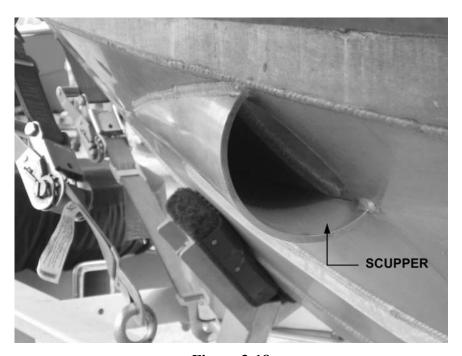


Figure 3-18
Forward Cabin Deck Scupper

B.10.c. Aft weather deck drains

Two 2½-inch diameter drains are located in the lower outboard corners on the forward bulkhead of the aft storage boxes (**Figure 3-19**). These drains allow water to drain from the aft weather deck to the aft locker deck.

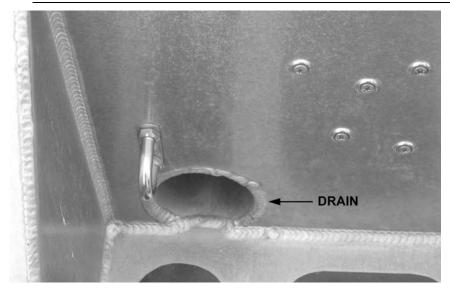


Figure 3-19 Aft Weather Deck Drain



B.10.d. Aft locker deck drains

Two 1½-inch diameter drains are located in the aft, outboard corners of the aft locker deck.

B.10.e. Aft locker deck scuppers/water socks

The aft locker deck drains connect to the two self-bailing scuppers/water socks mounted on the transom (Figure 3-20) to allow water taken over the side to drain from the boat.



Figure 3-20 Aft Locker Deck Scupper/Water Sock

Chapter 3 – Boat Systems





Section C. Collar System

Introduction

The patented SAFETM (Secured Around Flotation Equipped) collar system is designed to provide flotation, fendering, and stability. The collar core is constructed of solid, closed-cell, polyethylene foam. The coating is exceptionally tough, scuff-resistant, UV stable polyurethane. If damage to the collar occurs, it is easily repaired at the unit level. The collar is capable of absorbing major impact and returning to its original shape. Damaged sections can be easily repaired or replaced as necessary.

The water-contacting surface of the collar is protected by an aluminum performance fin, which protects it from damage and enhances the handling characteristics

C.1. Attachment

The two side collar sections are bolted (**Figure 3-21**) directly to the outside of the hull using stainless steel lag bolts. The bow section (**Figure 3-22**) is bolted through the hull and the bow collar reinforcement bracket (BCRB) for improved impact resistance.



Figure 3-21 Side Collar Attaching Bolts





Figure 3-22 Collar (Bow Section)

CAUTION!

The daily checkoff sheet requires a thorough inspection of the collar. It is critical that any damage that penetrates the polyurethane coating (skin) be repaired immediately. Failure to do so may result in further damage to the area requiring extensive repair.

removal

C.2. Repair and Minor repairs are easily completed within 24 hours. Repair procedures for both repair and removal are posted on the SAFETM Boats International website.



Section D. Steering System

Introduction

The steering system (**Figure 3-23**) is an integrated system made up of three major components as follows:

- Hydraulic steering cylinder
- Tie bar assembly
- Helm pump assembly

CAUTION!

Never use brake fluid in the steering system. Use of non-specified fluids may cause irreparable damage and steering system failure.

The hydraulic system operates on standard hydraulic fluid. The recommended fluid for the RB-HS steering system is the Sea Star Hydraulic Fluid HA5430 or any hydraulic fluid meeting MIL-H-5606 specifications. Automatic transmission fluid (ATF) could also be used in an emergency. The system is filled with fluid and then bled free of any air bubbles.

D.1. Hydraulic steering cylinder

The Sea Star steering cylinder (**Figure 3-24**) is a front-mount system that is compatible with twin-engine, independent tilt. It allows for easy hydraulics and has a five-turn lock-to-lock response. It is a general purpose cylinder rated for up to 600 HP on a counter-rotating, twin-engine application.

D.2. Tie bar assembly

The tie bar (**Figure 3-24**) is a ½-inch solid, stainless steel rod. It has an adjustable ball joint on one end and a rod end connector on the other. The rod is protected by a stainless steel stringer tube, which provides added stability and acts as a stop for the rod end fittings. The purpose of the tie bar is to provide equal, uniform directional control of the engines, but does not interfere with independent trim, tilt and throttle.

D.3. Helm pump assembly

The helm pump assembly (HPA) is mounted in the console and is a multiple position tilt system. The Momo[®] wheel (**Figure 3-25**) is attached to the ⁵/₈-inch shaft on the HPA. The hydraulic lines from the steering cylinder connect into the rear of the HPA.

D.4. Hoses

Hydraulic hoses, compatible with fluids that meet MIL-H-5606 specifications, connect the helm with the twin, front-mounted steering cylinders mounted on the transom. The hoses are routed through conduit to prevent chaffing or contact and interference with equipment or the hull structure.



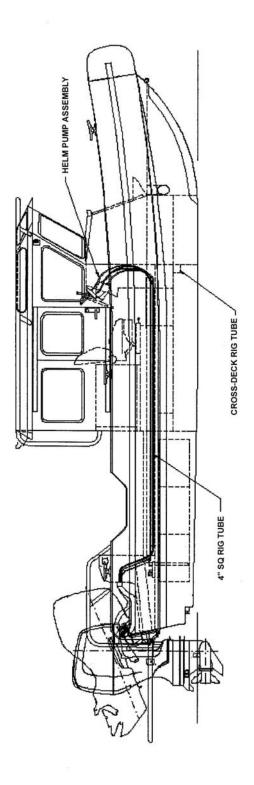


Figure 3-23 Steering System





Figure 3-24 Steering Cylinder and Tie Bar



Figure 3-25 Steering Wheel and Helm Pump

Chapter 3 – Boat Systems





Section E. Propulsion Fuel System

CAUTION!

A separate diesel fuel system is installed for the cabin heater. Great care must be taken to ensure that the correct fuel is provided to each system during re-fueling operations, or serious engine or heater damage may result.

Introduction

The propulsion fuel system provides 118 gallons (95%) of burnable gasoline for operating the two outboard engines.

E.1. Fuel tank

The fuel tank (**Figure 3-26**) is constructed of welded ½-inch 5086 aluminum. Transverse baffles restrict free surface movement of the fuel. The bottom is rolled (no seams) with doublers on either end, welded to flanges that are mounted on shock absorbent rubber isolation pads. Doubler plates isolate the tank from mounting brackets. Rubber mounts isolate the tank from the hull.

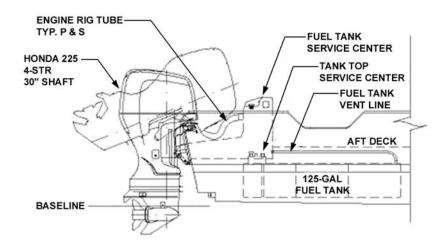


Figure 3-26 Fuel System

E.2. Fuel tank vent

The fuel tank vent is accessed through a removable deck plate located in the center of the aft weather deck, aft of frame 7.



E.3. Fuel tank fill (gasoline)

The fuel tank fill (**Figure 3-27**) is located between the port and starboard aft storage boxes.



Figure 3-27
Fuel Tank Fill (Gasoline)

E.4. Fuel filters/water separators

Each outboard engine has a separate fuel filter/water separator (**Figure 3-28**) mounted in the aft port storage box. The filters have a translucent bowl that allows for visually determining the presence of water in the fuel. Each filter is rated at 60 gallons per hour (GPH) and has a 10-micron, disposable filter element.

E.5. Primer bulbs

Two primer bulbs (**Figure 3-29**), one for each engine, are located in the port aft storage box.





Figure 3-28
Fuel Filters/Water Separators



Figure 3-29 Primer Bulbs



E.6. Fuel tank level sensor

The fuel tank level sensor (**Figure 3-30**) is located in the aft port storage box adjacent to the fuel tank fill hose. The tank sensor transmits the known fuel tank quantity to the fuel tank indicator on the starboard instrument panel.



Figure 3-30 Fuel Tank Level Sensor



Section F. Communications/Navigation System

Introduction

All of the standard marine communications and navigation equipment is mounted in the cabin of the RB-HS.

NOTE &

Frequent operations and position reports between the boat and its operational control (OPCON) are critical to crew safety and timely mishap follow-up. Every boat must have the capability for communicating by radio to the station and other vessels. For radio protocol, channel selection, and additional radio communication information, refer to *Chapter 11* in the *Boat Crew Seamanship Manual*, COMDTINST M16114.5 (series); the *Telecommunications Manual*, COMDTINST M2000.3 (series); and the *Radiotelephone Handbook*, COMDTINST 2300.7 (series).

F.1. Motorola VHF-FM Astro Spectra W9 transceiver control head The Motorola VHF-FM Astro Spectra transceiver control head (**Figure 3-31**) is mounted in the cabin on top of the port dash panel. The transceiver is used for communicating on VHF marine band frequencies, 146 to 174 MHz. The transceiver meets the digital encryption standard (DES) requirements for APCO 25. The radio requires a 12-VDC power input. The radio antenna is located atop the cabin, port side.

F.2. Raymarine 215 VHF transceiver

The Raymarine 215 transceiver (**Figure 3-32**) is a microprocessor controlled, digitally synthesized VHF transceiver. The transceiver provides two-way communications on marine channels and monitoring of 10 separate weather channels. The transceiver has built-in digital select calling (DSC) for sending and receiving DSC distress, all ships, individual ship and group call communications. The radio requires a 12-VDC input and has a 25- or 1-watt power setting. The antenna is located atop the cabin, starboard side. The transceiver can transmit on frequencies 156.025 to 157.425 MHz and receive on frequencies 156.050 to 163.275 MHz. The transceiver is located on the OHIP, port side.





Figure 3-31 VHF-FM Control Head (Motorola)



Figure 3-32 VHF Transceiver (Raymarine)



F.3. Raymarine 430 loudhailer

The Raymarine 430 loudhailer (**Figure 3-33**) requires a 12-VDC input and provides 30 watts of output power to the loudhailer speaker on the forward face of the radar arch. The loudhailer has eight programmable foghorn signals to be used when operating in conditions of low visibility. The loudhailer and microphone are mounted on the port side of the dash panel.

F.4. Raytheon RL80CRC radar

The Raytheon RL80CRC radar display (**Figure 3-34**) is mounted on top of the dash panel on the centerline. This surface radar-chart plotter can display various inputs and exchange this information simultaneously in full screen, split screen or overlay screen modes. The RL80CRC has a 10.4-inch daylight viewable, color display and is GPS compatible. The RL80CRC contains a ten-target mini automatic radar plotting aid (MARPA) for tracking radar targets and providing risk assessment and tracked target data that includes range, bearing, speed, course, closest point of approach, and time to closest point of approach. A man overboard (MOB) mode provides a readout that shows range, bearing, latitude, and longitude of MOB and time elapsed since MOB.

F.4.a. Radome antenna

The radar antenna is a compact Raymarine 2-kW radome antenna that has a maximum range of 24 nautical miles (NM). The radome can operate with an input voltage of 10.7 to 32 VDC.

F.4.b. GPS antenna/receiver

The 12-channel Raystar 120 Sea Talk GPS antenna/receiver is mounted on the radar arch. The antenna/receiver provides GPS correction signals to the RL80CRC radar.

F.5. Depth sounder display

The Raytheon CRP-ST-60 depth sounder (**Figure 3-35**) is mounted on the centerline of the OHIP. The depth sounder transducer is located forward of the transom. When first turned *on*, the depth sounder will show the current depth. The depth sounder memorizes the minimum and maximum depth while it is turned *on*, and these quantities can be recalled and displayed.

The depth sounder also employs a depth trend indicator to indicate a rising or lowering sea bed. Deep and shallow threshold limits can be programmed into the depth sounder to activate deep and shallow depth alarms.





Figure 3-33 Loudhailer



Figure 3-34 Radar/GPS



F.6. ST 60 digital compass

The ST60 digital compass (**Figure 3-35**) is mounted on the OHIP at centerline. The compass can display true/magnetic course headings, current or locked heading, course over ground, average heading, and a man overboard function. The compass is a stand-alone unit requiring a 10- to 16-VDC input.

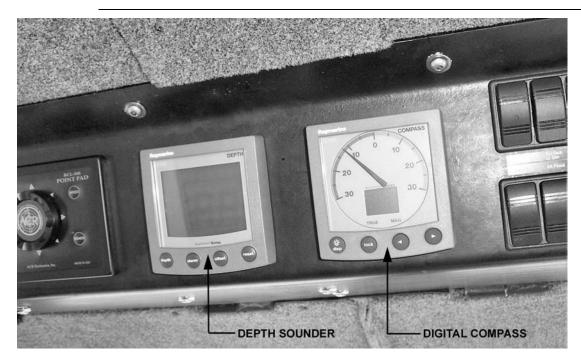


Figure 3-35
Depth Sounder and Digital Compass

F.7. Magnetic compass

A Nexus magnetic compass (**Figure 3-36**) is mounted on the centerline between the cabin windshields. It is the standby or backup compass used for navigation. The compass contains an internal gimbal system for maximum stability during adverse weather conditions. Built-in compensators provide for easy compass deviation adjustments. The blue dial is calibrated in white 5-degree increment markings. Lubber lines are provided at 45 degrees.

F.8. Antennas

All of the communications and navigation antennas (**Figure 3-37**) are mounted on the radar arch or on top of the cabin. The antennas and the radar arch can be lowered to allow for overhead clearance when the RB-HS is loaded on the trailer for air transport.





Figure 3-36 Standby/Magnetic Compass

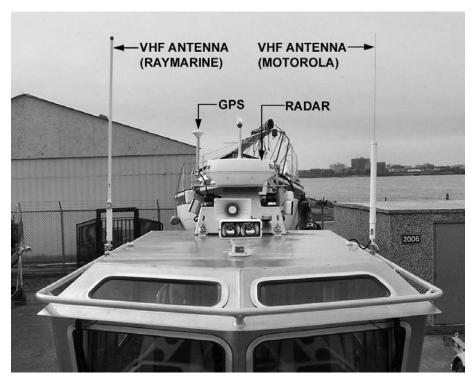


Figure 3-37 Antennas



Section G. Electrical System

Introduction

The boat's electrical system consists primarily of two engine-driven alternators, two starting batteries, one accessory battery and control devices and indicators.

G.1. Alternators

Two alternators provide the charging power for the RB-HS batteries. Each alternator is rated at 12 VDC, 60 amps at 2300 RPM, and can produce 48 amps of power at an engine speed of 1000 RPM. Each alternator is belt-driven and mounted on the outboard engine driveshaft. An indicator light, located on each engine switch key panel, will illuminate if the charging system is faulty. Each engine has a voltmeter (**Figure 5-3**) on the OHIP to indicate alternator output.

CAUTION!

If the 12-volt power supplies trip off-line, secure the electronics and allow power supplies to cool. Visually check the individual or the main 75-amp breaker to see if it has tripped. Isolate the breaker until the system can be serviced.

G.2. Batteries

The batteries (**Figure 3-39**) consist of three 12-volt gel-cell type batteries mounted on the port side under the forward crew seat. The batteries are vented (**Figure 3-40**) to the exterior, port aft cabin bulkhead to prevent accumulation of charging gases.

G.3. Battery switches

The battery disconnect switches and battery interconnect switch are mounted on the main 12-VDC power panel located inside the cuddy cabin, port side. The panel has switches labeled PORT, STARBOARD, ELECTRONICS AND INTERCONNECT. Under normal circumstances, the port and starboard batteries are operated independently for engine starting. However, if the individual battery fails to start the engine, the interconnect switch will parallel the two starting batteries.

G.3.a. Battery isolator

The electronics battery is protected from over-charging by the use of an installed battery isolator.

G.3.b. Circuit overload protection

The main 12-VDC power panel also incorporates a 75-amp breaker for circuit overload protection.



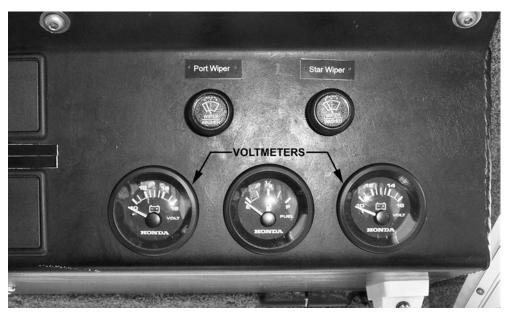


Figure 3-38 Voltmeters

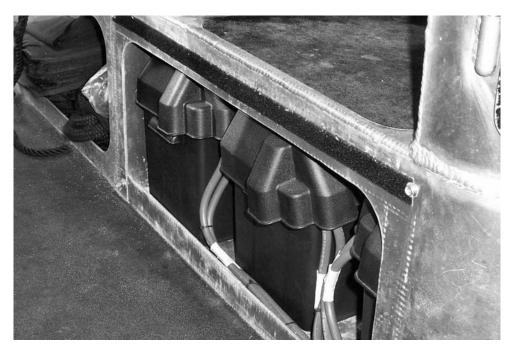


Figure 3-39 Batteries





Figure 3-40 Battery Box Vent



G.4. 12-VDC distribution panels

Three 12-VDC distribution panels (**Figure 3-41**) are located on the inboard side of the starboard cabin console. The panels provide circuit protection for shipboard electrical and electronic equipment. Listed below are the components served by each console:

Top Panel	Middle Panel	Bottom Panel
Radar	Navigation lights	Heater
VHF radio (Raymarine)	Instruments lights	Cabin fans
VHF radio (Motorola)	Floodlights	Windshield wipers
Loudhailer	Searchlights	Horn
Four spare breakers	Deck lights	12-VDC outlets
	Cabin lights	Two spare breakers
	One spare breaker	



Figure 3-41 12-VDC Distribution Panels

G.5. Ground

A two-wire insulated return (ungrounded) 12-VDC system is used so that all grounds from electronic equipment are run back to the battery and not grounded to the hull.



Section H. Seating System

Introduction

Two suspension-mounted seats are located at the port and starboard console. Bench seating is provided in the aft portion of the main cabin as well as in the cuddy cabin.

H.1. Seats

The seats (**Figure 3-42**) have an overall width of 24 inches and a height adjustment of 3 inches. There is a 6-inch forward and aft double-locking slide adjustment via a handle on the lower left-hand portion of the seat. The backrest is adjustable and the armrests fold up to allow easy access. The seat back is contoured for lumbar support. The base is made of painted mild steel with steel fasteners. The base is equipped with a heavy-duty adjustable shock absorber and designed for severe duty.

The bench seats are marine grade vinyl covered foam. The removable cushions are fastened with heavy-duty Velcro and the permanent cushions have a marine grade plastic incorporated to accommodate fastening screws.

NOTE &

Regular maintenance of the seats must be performed in accordance with weekly PMS to ensure proper operation.





Figure 3-42 Suspension Seat



Section I. Heating System

Introduction

The cabin of the RB-HS is heated by a 12,000-BTU combustion heater. The heated air is also used for defrosting or defogging the windshield.

I.1. Heater

A 12,000-BTU combustion heater that utilizes diesel fuel is located inside the cuddy cabin, port side behind an access panel. The heater draws air from outside (25%) combustion and mixes it with 75% cabin air. The heater intake (**Figure 3-43**) is located on the port cabin exterior bulkhead, below the windshield. Exhaust air is discharged from an opening (**Figure 3-44**) on the starboard, exterior cabin bulkhead. The heater incorporates an internal, electric fan for air circulation, a self-contained ignition system for igniting the fuel, and a fuel pump.

I.2. 30-amp breaker

A 30-amp breaker connects the heater to the 12-VDC electrical system.

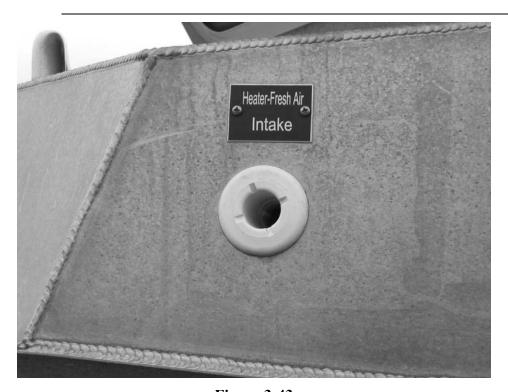


Figure 3-43 Heater Intake





Figure 3-44 Heater Exhaust

I.3. Thermostat

The thermostat and ON-OFF switch (**Figure 3-45**) for the heater is located on the starboard dash panel, inboard and below the steering wheel.

NOTE &

To shut down the heater, turn temperature control to minimum, operate for two minutes, depress ON-OFF rocker switch in the *off* position.

I.4. Diesel fuel tank

A six-gallon diesel fuel tank (**Figure 3-46**) is located on the aft weather deck, just aft of the port cabin bulkhead. An in-line fuel filter is located between the fuel tank and heater.

I.5. Window defrosters

Window defrosters (**Figure 3-47**) are located atop the dash panel in the forward, outboard corners.





Figure 3-45 Heater Thermostat



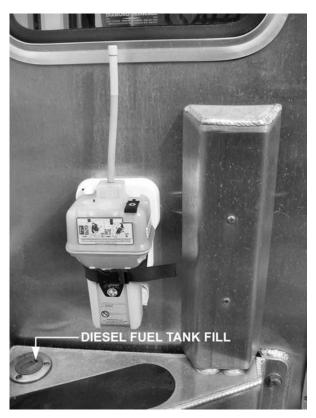


Figure 3-46 Heater Diesel Fuel Tank

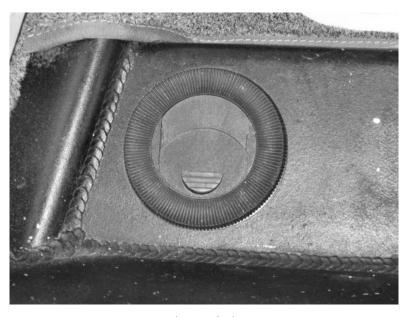


Figure 3-47 Window Defroster



Section J. Trailer System

Introduction

The trailer that accompanies the RB-HS is custom built by E-Z Loader (**Figure 3-48**) and is designed to allow the trailer and boat to be loaded onto a C130 aircraft. The primary frame of the trailer is 4-inch x 6-inch aluminum "I"-beam. The suspension is a torsion axle system. The trailer is a six-wheel configuration (three on each side) with one spare. The wheels are attached to the hub system.



Figure 3-48 Trailer



J.1. Towing

Always check the following before towing:

Step	Action		
1	Coupler securely engages hitch. The coupler and hitch ball must be rated for the same size. The size should be imprinted on both the ball and the hitch. The factory trailer hitch ball coupler is $2^{5}/_{16}$ ".		
2	Safety chains are safely secured to trailer and tow vehicle in a criss-cross fashion under the tongue.		
3	Jack is fully cranked up.		
4	All fasteners/bolts are properly tightened. Pay particular attention to the lug nuts (tightened to 85 ft-lbs).		
CAUTI	The RB-HS trailer is configured with a 7-point tie-down system. All straps must be attached and tight prior to transporting the boat any distance.		
5	Boat is securely tied down with tie-down straps. The winch strap is not a tie-down strap. A winch controls the boat in a horizontal direction. Tie-downs control the boat in a vertical direction. Boweye and transom tie-down straps must be securely attached whenever the trailer is in use.		
6	Tires are properly inflatedread the tire sidewall to determine the correct tire pressure required. This rating will be different than the tow vehicle. Also check for tire wear, cracks, bubbles or foreign objects imbedded in the tire.		
WARNING The factory trailer is provided with bias ply tires that are not designed for speeds in excess of 65 mph.			
7	Brake lights and other trailer lights are working.		
8	Brakes are functioning. Make sure by lightly testing before getting on a major road.		



CAUTION!

Do not exceed the maximum weight rating on the trailer. Exceeding the maximum rating voids the manufacturer's warranty and may lead to failure of the trailer causing damage to the boat and creating an unsafe towing condition.

J.2. Unloading

Ensure the trailer is in the water with the boat prepared to get underway. Do not release the trailer winch until the boat is ready to be launched.

CAUTION!

During loading, ensure 1 to 2 inches of space remains between the bow and the bow stops. This will ensure proper loading and weight distribution.

J.3. Loading

Back the trailer down the ramp until approximately 4 feet of the outer bunks are out of the water. Ensure that the trailer winch and ratcheting safety straps are securely fastened before pulling boat out of the water.

J.4. E-Z Jack

E-Z Jack was designed as an easy-to-use, safe and reliable device for changing tires on tandem axle trailers. Its unique rocker shape allows trailer operators to simply drive the trailer onto the E-Z Jack to elevate the tire to be changed.

Chapter 3 – Boat Systems





Section K. Weapons Mounting/Stowage

Introduction

The fore and aft tow bitts on the RB-HS are designed to provide the foundation for and accommodate the MK 16 MOD 8 stand for a weapons system to be determined by Commandant (G-O).

NOTE &

Weapons allowances for Coast Guard boats are established by G-OCU.

K.1. Pedestals

The weapons' pedestals are equipped with stops to prevent accidental discharge in sectors that could cause damage to the boat or personnel.

K.2. Ammunition stowage

Ready service ammunition shall be stored in the anchor locker depicted in **Figure 3-49**.

K.3. Weapons stowage

Secure, lockable stowage (**Figure 3-50**) is provided on the port and starboard bulkheads of the aft cabin for the 12-gauge shotgun and M16 rifle.

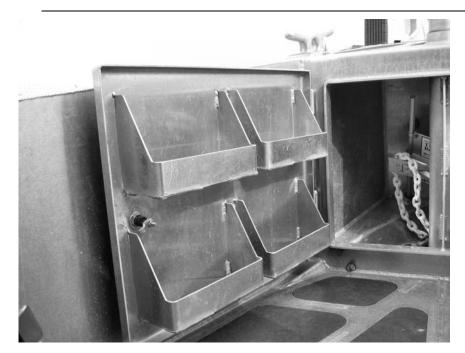


Figure 3-49 Ammunition Stowage





Figure 3-50 Weapons Stowage (M16 and Shotgun)



Section L. Hull Exterior Lighting

Introduction

The RB-HS is equipped with exterior lighting to comply with international marine operating requirements for specific mission operations and crew safety.

L.1. Searchlight

The searchlight (**Figure 3-51**) is mounted on the centerline atop the cabin and is controlled by a remote control panel (**Figure 3-52**) mounted on the OHIP. The searchlight is rated at 200,000 candlepower and can be rotated 360 degrees. The beam can be elevated 9 degrees up, 17 degrees down.

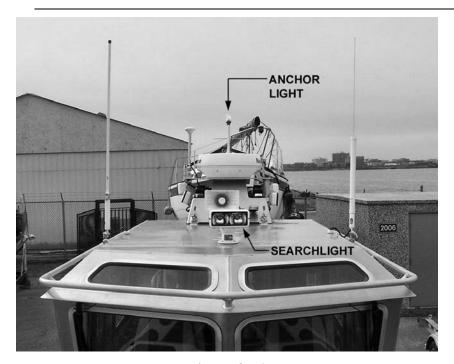


Figure 3-51 Searchlight





Figure 3-52 Searchlight Control

L.2. Light switch panel

The exterior light switch panel (**Figure 3-53**) is located on the approximate centerline of the OHIP. The following lights are controlled from the light switch panel:

Port (red) navigation light (Figure 3-54)	Port, forward on upper cabin bulkhead	
Starboard (green) navigation light (Figure 3-55)	Starboard, forward on upper cabin bulkhead	
Anchor light (white) (Figure 3-51)	Atop the radar arch	
Port and starboard floodlights (Figure 3-56)	Port and starboard on the side of radar arch	
Aft floodlights (Figure 3-56)	Aft, port and starboard on the aft frame of radar arch	
Exterior (deck edge) lights (Figure 3-57)	Exterior cabin bulkhead, port and starboard, outboard along the deck edge	
Law enforcement lights (2) (blue)	Atop the radar arch, port and starboard	



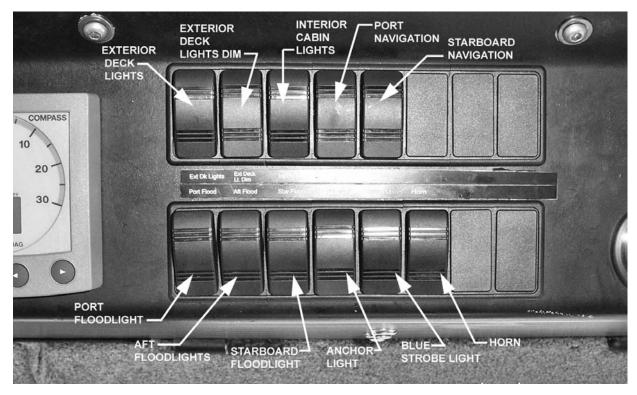


Figure 3-53 Light Switch Panel





Figure 3-54 Port Navigation Light



Figure 3-55 Starboard Navigation Light





Figure 3-56 Floodlights

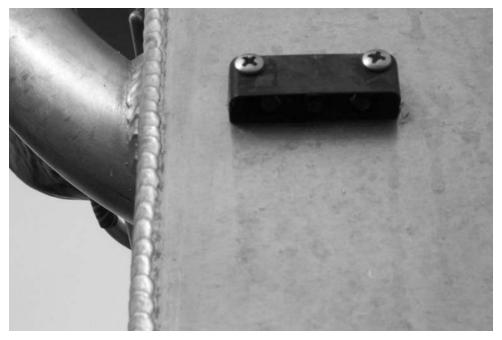


Figure 3-57 Exterior (Deck Edge) Light

Chapter 3 – Boat Systems





Chapter 4 Crew Requirements

Introduction

The U.S. Coast Guard Boat Operations and Training (BOAT) Manual, Vol. I, COMDTINST M16114.32 (series), provide minimum standards and guidelines for competence onboard the RB-HS. Each crewmember should be familiar with the duties of the other crewmembers in addition to his/her own duties. It is important for a crewmember to know and commit to memory all important characteristics of the boat and its equipment, and which procedures to follow in the event of a casualty. Each crewmember should mentally rehearse the procedures each member of the crew would follow during any operational casualty. Teamwork is the common thread that allows the crew to succeed. Whenever the opportunity is available, the crew should get the boat underway to practice operational and emergency procedures.

In this chapter

This chapter contains the following sections:

Section	Topic	See Page
A	Minimum Crew	4-3
В	Coxswain	4-5
C	Crew Members	4-7
D	Passengers	4-9
Е	Safety Equipment	4-11

Operator's Handbook – RB-HS





Section A. Minimum Crew

Introduction

The RB-HS has been designed to operate with a minimum crew of two qualified personnel. Additional qualified and "under-instruction" crewmembers shall be assigned based upon the type of mission.

A.1. Certified crew

The minimum crew of two shall be a coxswain and a crew member. The coxswain and crew member shall meet all qualification requirements of the *U.S. Coast Guard Boat Operations and Training (BOAT) Manual, Vol. II*, COMDTINST M16114.33 (series).

Chapter 4 – Crew Requirements





Section B. Coxswain

Introduction

The U.S. Coast Guard places great trust in each coxswain and his or her ability to accomplish the assigned missions in a safe and professional manner even under adverse conditions. The position of coxswain is one of high regard and great responsibility.

The coxswain is responsible for the boat, its crew, and passengers during every mission. The coxswain assigns and directs all onboard functions during each operation.

B.1. Authority and responsibility

The extent of the authority and responsibility of the coxswain is specified in *United States Coast Guard Regulations*, COMDTINST M5000.3 (series), as follows:

"The coxswain shall be responsible, in order of precedence, for the safety and conduct of passengers and crew; the safe operation and navigation of the boat assigned; and the completion of the sortie or mission(s) assigned or undertaken pursuant to USCG policy and regulations. An underway coxswain will at all times respond, within the limits of capabilities and legal authority, to observed hazards to life or property, and violations of law or regulations."

The coxswain is the direct representative of the Commanding Officer (CO) or Officer-in-Charge (OIC) and as such, (subject to *Articles 88-89* of the *UCMJ*) has the authority and responsibilities that are independent of rank or seniority in relation to other personnel embarked. The authority and responsibility of the coxswain exist only when the boat is engaged on a specific sortie or mission.

B.2. Relief of responsibility

The only person embarked in the boat who may relieve the coxswain of the responsibility as described above is:

- The CO, OIC, Executive Officer (XO), or Executive Petty Officer (XPO).
- A senior officer at the scene of a distress emergency, or other abnormal situation, who exercises authority under the provisions of *US Coast Guard Regulations*, COMDTINST M5000.3 (series), whether or not other units are involved.

Chapter 4 – Crew Requirements





Section C. Crew Members

Introduction

Under direct supervision of the coxswain, the crew is responsible for line handling, acting as lookout, and assisting the coxswain as required during all evolutions or maneuvers.

C.1. Certified crew member

The crew member must be certified in accordance with the *U.S. Coast Guard Boat Operations and Training (BOAT) Manual, Vol. I*, COMDTINST M16114.32 (series) and *U.S. Coast Guard Boat Operations and Training (BOAT) Manual, Vol. II*, COMDTINST M16114.33 (series).

Additionally, the crewmember may be responsible for operating the communications/ navigation equipment as directed by the coxswain.

C.2. Additional crewmembers

Additional crewmembers are assigned by the coxswain and certified by the CO/OIC based upon mission requirements.

Chapter 4 – Crew Requirements





Section D. Passengers

Introduction

The RB-HS is designed to carry up to four crew in the cabin. Six additional crew or passengers can be carried in support of various missions not to exceed designed weight capacity. Crew and passengers shall be seated as directed by the coxswain.

Chapter 4 – Crew Requirements





Section E. Safety Equipment

E.1. Personal protective equipment (PPE)

During all RB-HS operations, crewmembers shall wear PPE as required by the *Rescue and Survival Systems Manual*, COMDTINST M10470.10 (series).

WARNING 💖

The use of the engine kill switch is required whenever the boat is underway. The engine kill switch is located below the start switch. The activation clip for the kill switch MUST be inserted into the switch body to start the engine. The lanyards (**Figure 3-8**) MUST be properly attached to the coxswain at all times during boat operation. A second kill switch lanyard with activation clip MUST be carried onboard to enable remaining crewmembers to operate the boat in the event the coxswain is ejected.

NOTE &

The coxswain is responsible for ensuring that all required personal safety equipment is worn, and worn correctly.

Chapter 4 – Crew Requirements





Chapter 5 Operational Guidelines

Introduction

This chapter describes how to use the RB-HS in the safest and most efficient manner. These policies and performance criteria should be used as guidelines for RB-HS operations. Within these guidelines, consider COMDTINST M16672.2 (series), *Navigation Rules, International-Inland*, local operating conditions, and the skill of the crew to determine how the RB-HS's capability is to be used. These factors must be considered prior to each sortie or mission.

In this chapter

This chapter contains the following sections:

Section	Topic	See Page
A	Operating Parameters	5-3
В	Performance Data	5-7
С	Performance Monitoring	5-9

Operator's Handbook – RB-HS





Section A. Operating Parameters

Introduction

The readiness of the RB-HS shall be continuously monitored to insure that it is capable of unrestricted operations. This monitoring is accomplished through a variety of programs, including daily boat checks, the boat Planned Maintenance System (PMS) schedule, engineering inspections, and Ready for Operation (RFO) evaluations.

Operating parameters for the RB-HS and crewmembers include the following areas:

- disabling casualties
- restrictive discrepancies
- major discrepancies
- minor discrepancies
- responsibilities
- environmental limits

A.1. Disabling casualties

Disabling casualties are those that make the boat not serviceable. *Appendix* D contains a listing of disabling casualties. If a disabling casualty is identified, the boat shall not get underway until the casualty is corrected, and command notifications are made.

Disabling casualties shall be reported immediately to the CO/OIC. The boat shall be immediately placed in "Charlie" status and repaired. If the casualties cannot be repaired within 48 hours, a casualty report (CASREP) shall be sent within 24 hours of the casualty.

A.2. Restrictive discrepancies

Restrictive discrepancies are those which restrict the operations of the boat such that it can perform some, but not all, missions safely. *Appendix E* contains a listing of restrictive discrepancies.

A.2.a. Reporting restrictive discrepancies

Restrictive discrepancies shall be reported to the CO/OIC if the discrepancy cannot be repaired within 1 hour. The boat shall be immediately placed in "Charlie" status and shall not get underway until the discrepancy is corrected, or a waiver has been received. If the discrepancy cannot be repaired within 48 hours, a CASREP shall be sent within 24 hours of the discrepancy. The CO/OIC is responsible for monitoring the progress of repairs to these discrepancies.



Step	Procedure
1	The coxswain shall immediately notify the CO/OIC with all pertinent information and a recommendation as to whether to continue or abort the mission.
2	The CO/OIC shall notify the coxswain as to whether or not continuing the mission is authorized and the conditions under which the boat may be operated.

A.3. Major discrepancies

Major discrepancies are those that degrade the effectiveness of the boat to perform one or more missions. *Appendix E* contains a listing of major discrepancies.

A.4. Minor discrepancies

Minor discrepancies do not affect the operational readiness of the boat. However, a boat with minor discrepancies does not meet the standardization criteria established for the boat.

In the event that the addition of portable equipment, not part of the standard boat outfit, is necessary to meet mission needs, units are authorized to temporarily carry this extra equipment. This authorization is on a case-by-case basis only, and care must be taken to properly secure any extra gear and to ensure it does not interfere with safe egress or the boat's standard outfit/systems. Under no circumstances shall permanent alterations be made to power, stow or in any way accommodate extra equipment.

A.5. Responsibilities

The coxswain is always responsible for the safe operation of the boat. The coxswain must decide if the mission warrants subjecting the crew and boat to the danger defined by the mission, weather and sea conditions anticipated.

A.5.a. Disabling casualty – underway

In the event that the boat sustains a disabling casualty while underway, the boat crew shall inform the coxswain who will immediately contact the CO/OIC or Operational Commander.



A.5.b. Restrictive discrepancy – underway In the event the boat sustains a restrictive discrepancy while underway, the coxswain should not normally proceed without authorization, unless aborting the mission would increase the level of risk. The situation and recommendations must be effectively communicated to the Operational Commander to allow for prudent risk assessment by all levels. The following is the procedure for communicating the discrepancy while underway:

Step	Procedure
1	The coxswain shall immediately notify the CO/OIC with all pertinent information and a recommendation as to whether to continue or abort the mission.
2	The CO/OIC shall notify the coxswain as to whether or not continuing the mission is authorized, and the conditions under which the boat may be operated.

A.5.c. Major discrepancy

The occurrence of major discrepancies shall be documented. A plan to correct these discrepancies shall be formulated and carried out. The Operational Commander is responsible for monitoring the status of repairs to these discrepancies.

A.5.d. Minor discrepancy

The occurrence and repair of minor discrepancies shall be documented and monitored at the unit level.

Casualty/Discrepancy	Consequence	Required Action
Disabling Casualty "Boat is not serviceable."	Not authorized to get underway. Notify the CO/OIC immediately.	Assign "Charlie" status to the boat, and commence repairs immediately. Submit CASREP if applicable.
"Boat and crew cannot perform all missions safely."	Operations restricted. Notify CO/OIC if repairs cannot be made in 1 hour.	Create repair plan and set deadline for completion of repairs. CO/OIC shall monitor progress of repairs. Any operations before restrictive discrepancies are repaired require written waiver by the Operational Commander. Submit CASREP if applicable.



Major Discrepancy "Boat and crew can perform all missions but some degradation in effectiveness or readiness should be expected."	Operations unrestricted. Discrepancy occurrence and repair is documented.	Maintenance plan is carried out. CO/OIC shall monitor status of repairs to the discrepancies.
Minor Discrepancy "Boat and crew readiness not affected nor impaired. Boat does not meet standards."	Operations unrestricted. Discrepancy occurrence and repair is documented.	Maintenance plan is carried out. CO/OIC monitors completion of maintenance/repair.

A.6. Environmental limits

WARNING 💖

The following is a critical operational and environmental limitation:

• maximum sea state for transiting (6 feet, no surf)

WARNING 👺

Do not operate in breaking seas or surf conditions.



Section B. Performance Data

B.1. Fuel consumption

Fuel consumption and operating range are affected by engine tuning, weather conditions, trim, type of evolution and operating area. The RB-HS is capable of operating a maximum of 175 nautical miles at 35 knots, with a normal load (full load of fuel, liquids in machinery at normal levels, crew of two). Fuel consumption information may be found in **Table 5-1**.

Table 5-1
Fuel Consumption Information

• Engines: BF225 Honda, 4-Stroke, RH-LH

• Fuel tank capacity: 125 gallons

• Propellers: Mercury Offshore, 14 x 19 P, RH-LH

RPM	KNOTS	GPH
6000	46	20 each/40
5500	42	16 each/32
4500	38	14 each/28
4000	34	10 each/20
3500	26	8 each/16
3000	22	6 each/12
2500	16	5 each/10
2000	10	4 each/8
1500	8	3 each/6
1000	7	2 each/4
700	4	1 each/2

B.2. Seakeeping

Positioning the vessel with respect to the wind, seas, and other craft is essential to prevent damage to the hull or injuries to the crew.

WARNING 💖

The coxswain is responsible for ensuring that all required personal safety equipment is worn, and worn correctly.



B.2.a. Operating in beam seas

Operating with the seas on the beam is more uncomfortable than dangerous when following basic small boat handling guidelines. Use the following techniques to minimize danger:

- Tacking With large seas on your beam, tack across the seas at a slight angle in a zigzag fashion. This prevents exposure of the beam to heavy swells.
- Changing Course To change course heading, allow the boat to lose headway, turn the wheel hard over, and apply power to come smartly to the new heading.

B.2.b. Operating in following seas

Following seas present the greatest dangers to the RB-HS. The boat does not have the balanced buoyancy or ability to lay-to in a following sea. The operational limitations are the controlling guideline and must be followed at all times. Consider the following point and technique when operating under these conditions:

• Do not power the boat over the crest of a wave and into the trough of the next wave or bury the bow into the back of the next wave.

B.3. Stability

By virtue of hull design and equipment placement, the RB-HS displays positive buoyancy. Ensuring deck areas are free of water and eliminating the free surface affect of liquids are essential to maintaining stability of the RB-HS.

B.4. Speed

The RB-HS achieves a top speed of approximately 46 knots at 6000 RPM.

NOTE &

Do not use rapid accelerations from dead-in-the-water (DIW) to full speed except when necessary. This conserves fuel and helps prolong engine life.

NOTE &

Avoid rapid acceleration unless absolutely necessary to prolong engine life and conserve fuel. Maximum speed/power should only be used when operationally necessary. Under non-urgent conditions, operate the boat at cruise speed.



Section C. Performance Monitoring

C.1. Performance monitoring

It is essential that the coxswain and crewmembers be aware of installed monitoring equipment, gauges and warning indicators, to ensure safe and efficient operation of the RB-HS propulsion and ancillary systems. Crewmembers should be aware of the "normal range" or indication of all gauges and indicators, and report and react accordingly when changes occur.

C.2. Control panel indicators

The control panel (**Figure 5-1**) is attached to the dash panel, starboard side of the helm below the throttle controls. The panel contains the following:

- Ignition switch
- Engine kill switch
- Alternator (ACG) indicator
- Programmed fuel injection (PGM-FI) indicator
- Oil pressure indicator
- Overheating indicator



Figure 5-1 Control Panel Indicators



C.2.a. Overheating indicator

If the engine overheats, the RED indicator light will come on, engine speed will be gradually reduced to approximately 1800 RPM and the engine will stop after 20 seconds. The overheating indicator is activated via the engine control module (ECM) by two overheat sensors mounted on the engine. The Honda 225-HP engines require approximately 12 PSI water pressure with a minimum water pressure of 5 PSI to maintain adequate engine cooling and prevent engine damage.

C.2.b. Oil pressure indicator

If oil pressure becomes low, less than 23 PSI at 1800 RPM, the GREEN oil pressure light will go off. If at cruising speed, the ECM will gradually decrease engine speed. Stop the engine and check and service the oil level. Restart the engine. The GREEN indicator light should come on within 30 seconds and throttle operation should be normal. If the engine protection system remains activated, oil indicator light *off*, engine RPM will not increase with throttle movement. Stop the engine and repair as required.

C.2.c. Alternator (ACG) indicator

The RED indicator light will come on if there is a malfunction in the charging system. Each engine alternator is rated at 12 VDC, 60 amps at 2300 RPM, and produces 48 amps of power at 1000 RPM. The alternators are belt driven by the engines and protected by a 150-amp fuse installed in the fuse case mounted on the engine.

C.2.d. Programmed fuel injection (PGM-FI) indicator

The RED indicator light will come on when the ECM senses an abnormality from one of the nine engine-mounted sensors. Continue to carefully monitor engine performance and stop engine if performance deteriorates or becomes erratic.

C.3. Helm dash panel

The helm dash panel (**Figure 5-2**) mounts the following:

- Trim meters
- Tachometer
- Fuel totalizer

C.3.a. Trim meters

The trim meters indicate the trim angle of the outboard motors. The meters have a range of -4 degrees to 16 degrees. Use the trim meters when operating the power tilt/trim switch to achieve best performance from the boat.

C.3.b. Tachometer

The tachometer shows engine speed in RPM. The Honda 225 engine is designed to idle at 650 ± 50 RPM. The tachometer also has a display for engine operating hours.



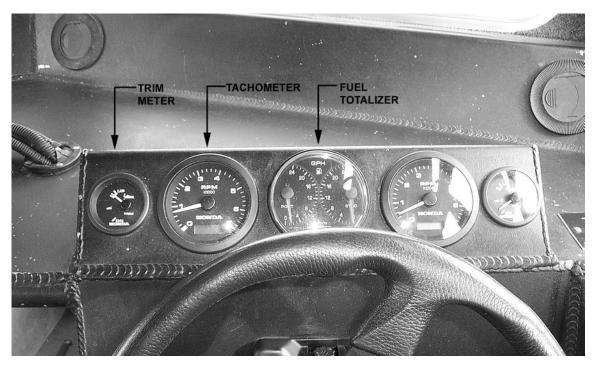


Figure 5-2 Helm Dash Panel

C.3.c. Fuel totalizer

The fuel totalizer is a single gauge that provides an indication of fuel consumption in GPH for each engine.



C.4. Voltmeters

Two voltmeters (**Figure 5-3**), one for each engine, are located on the OHIP. The voltmeters provide a visual indication of the voltage output of each engine's alternator. During operation, the minimum voltage indicated should be 12.7 volts.

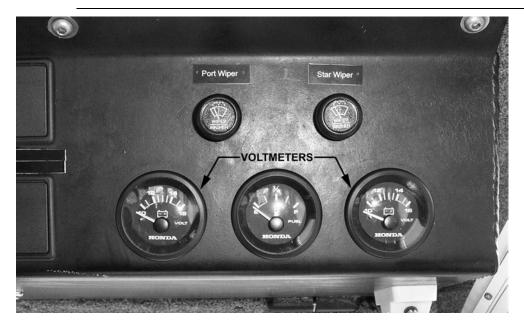


Figure 5-3 Voltmeters



Chapter 6 Mission Performance

Introduction

The actions and techniques described in this chapter are products of field experience. They are intended to give boat crewmembers information on how the RB-HS performs and reacts in various mission scenarios. The information is not intended to provide the "only way" to perform an action or complete a mission. Boat crews should use effective communications and teamwork skills along with this general information to adapt their actions to each unique mission scenario.

Information in this section alone does not qualify a crewmember. Observe these procedures and apply skills developed through practice to effectively use the RB-HS to perform missions.

In this chapter

This chapter contains the following sections:

Section	Topic	See Page
A	Boat Davit Operations	6-3
В	Starting Procedures	6-5
C	Underway	6-7
D	Going Alongside Boats and Vessels of Interest	6-9
Е	Handling Characteristics	6-13
F	Operating with Helicopters	6-21
G	Anchoring	6-23
Н	Towing	6-25
I	Securing Procedures	6-27

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Section A. Boat Davit Operations

Introduction

Although the RB-HS is fitted with lifting points for hoisting the boat with a single point davit, it is not intended to be deployed on a large vessel.

Chapter 6 – Mission Performance





Section B. Starting Procedures

Introduction

The following procedures must be followed before starting a cold engine.

B.1. Pre-start

The following pre-start checks must be accomplished before the first mission of the day and prior to engine start:

Step	Action
1	Ensure hull fuel tank is full. Use fuel level gauge or sounding rod as required.
2	Check fuel filter sediment/water bowl for presence of contamination.
3	Ensure the port and starboard cooling water intakes on the lower engine shaft housing are free of debris.
4	Trim engines down until lower unit is submerged (ensure full tilt/trim travel on each engine).
5	Ensure engine oil level is filled to 'FULL' mark.
6	Check hydraulic steering system for leaks at helm and at steering rams by outboards.
7	Squeeze primer bulbs until firm.
8	Ensure the engine kill switch clips are installed and lanyards attached.
9	Install start keys and turn key to <i>on</i> position. Ensure the engine alarm system is operating.

B.2. Engine starting

The following procedures must be followed for starting the engines:

Step	Action
1	Set throttle levers to <i>neutral</i> position at all operating stations.
2	Ensure electronics, antennas, and speakers are secured.



3	Ensure the engine kill switch clips are installed and lanyards attached. One spare clip and lanyard must be onboard and stored inside the cabin.	
4	Turn key to <i>start</i> position until engine starts.	
5	Check outboards for nominal or adequate cooling water output at telltale discharge on each engine.	
CAUTI	CAUTION! If cooling water output is not evident, immediately secure engine and investigate.	
6	Check outboard engine cover gasket for damage. Check that outboards are secure to the transom and all mounting hardware is tight.	
7	Check crew and passengers for appropriate PPE including helmets (if required).	

B.3. Energizing The following steps must be completed prior to getting underway: **equipment**

Step	Action
1	Close (turn <i>on</i>) all of the remaining breakers on the 12-volt DC power panels.
2	Energize and test all installed electronic components.
3	Conduct a test of the hydraulic steering ensuring that motors respond appropriately.
4	Test throttle operation in <i>forward</i> and <i>reverse</i> .
5	Ensure gear is properly stowed and watertight integrity is set.
6	Inform coxswain on the status of all engineering and electronic systems and if the boat is ready to get underway.



Section C. Underway

Introduction

It is the responsibility of the coxswain and crewmembers to ensure that once the vessel is underway the boat and its systems are operated in a safe and efficient manner. The safety of the crew and any embarked personnel is also incumbent on all crewmembers.

After getting underway, observe all appropriate machinery gauges. If an abnormal condition develops, take corrective action to prevent further damage, in accordance with the *U.S. Coast Guard Boat Operations and Training (BOAT) Manual, Vol. I*, COMDTINST M16114.32 (series). Report any abnormal conditions to the coxswain.

C.1. Personal protective gear

Always observe requirements of this Manual, the *Rescue and Survival Systems Manual*, COMDTINST M10470.10 (series), and the *Boat Crew Seamanship Manual*, COMDTINST M16114.5 (series), for wearing protective clothing, personal flotation devices and boat crew signal kits.

C.2. Communications

Crew communications and coordination is the key to safe operations. Crewmembers should inform the coxswain of their location when moving about the deck. Engine noise can make crew communications difficult on the RB-HS. Speak loudly and clearly repeating as necessary until acknowledged.

NOTE &

When operating the RB-HS with minimal crew, effective crew communications are critical. Speak loud enough to be heard over the background noise. Ensure the receiver hears and understands the message being passed. A common strategy is to have the receiver repeat back the message that was sent.

NOTE &

The enclosed steering station can create a sense of isolation from the elements and other marine traffic. Crewmembers should use all available means to maintain awareness of wave action, winds, currents and traffic.

Chapter 6 – Mission Performance





Section D. Going Alongside Boats and Vessels of Interest

Introduction

The following is a generic procedure for going alongside. The RB-HS crew must be familiar with the applicable U.S. Coast Guard instructions and Standard Operating Procedures (SOP) for going alongside a vessel of interest and shall be accomplished in accordance with the *Boat Crew Seamanship Manual*, COMDTINST M16114.5 (series), *Chapter 10*.

Step	Action	
1	Ensure that communications between the RB-HS and the Operational Commander are established and reliable.	
2	Attempt to make and establish contact with the vessel of interest on designated marine band frequencies.	
3	Make approach preparations and inform the crew. Coxswain determines where to make contact with the vessel.	
WARN	Pick a contact point well clear of a larger vessel's propeller (including in the area of suction screw current), rudder, and quarter wave. Forces from these could cause loss of control.	
4	Conditions permitting, match your speed to the other vessel, and then start closing in from the side.	
5	Close at a 15- to 30-degree angle to the other vessel's heading. This should provide a safe rate of lateral closure at no more than one-half the forward speed.	
NOTE If your initial heading was parallel to the other vessel, you will have to increase speed slightly when you start to close at an angle.		
WARNING Applicable U.S. Coast Guard instructions and SOP must be strictly adhered to when/if the RB-HS is in close proximity to any vessel that fails to identify itself.		
6	If contact has been made with the vessel of interest, determine if a sea painter has been provided for going alongside. Also, determine if a boarding ladder (if necessary) is available and rigged.	



NOTE &

In some instances, a sea painter may be used in going alongside a larger vessel underway. The sea painter is a line used to sheer a boat clear of a ship's side, when underway or at anchor, to hold a boat in position under shipboard hoisting davits, and occasionally to hold the boat alongside a ship in order to embark or disembark personnel. It leads from the larger vessel's deck, well forward of where the boat will come alongside.

WARNING

Never secure the sea painter to the boat's stem nor to the side of the boat away from the vessel of interest. If secured to the "outboard" side of the boat, capsizing could result.

NOTE &

As both the RB-HS and vessel of interest have headway, the pressure of the water on the boat's bow will cause it to sheer away from the ship. Use this force by touching on the helm to control sheer, in or out, by catching the current on one side of the bow or the other side. Riding the sea painter will help maintain the position and control of the RB-HS while alongside.

NOTE &

When sheering in or out, apply rudder slowly and be prepared to counteract the tendency of the boat to close or open quickly.

7	Come alongside of the vessel, matching its course and speed. When close to the larger vessel, and forward of the desired contact point, ask the vessel to pass the sea painter.	
8	Receive the sea painter and secure it inboard just aft of the bow.	
9	The sea painter is usually passed by use of a heaving line. Quickly haul in the heaving line and adjust the boat's heading and speed to control slack in the sea painter so that these lines do not get into the boat's propeller or mast.	
10	Reduce your speed slowly and drift back on the painter (ride the painter).	
11	Use helm to hold the boat at the desired position alongside or at some distance off the vessel.	



	**	
12	If set toward the vessel, apply rudder to sheer the bow out. If too far away, apply rudder to sheer the bow in. The forward strain on the painter will pull the boat and provide steeringway.	
NOTE	If approaching a vessel anchored in a strong current, the sea painter provides a means to lay alongside. Procedures are the same as if the vessel is making way. Approach from leeward, against the current.	
CAUTI	Use care when going alongside a vessel of interest so as not to damage the collar.	
13	Make contact with the forward sections of your boat (about halfway between the bow and amidships). Use helm and power (if not on a sea painter) to hold the bow into the other vessel at the same forward speed. Do not use so much helm or power that you cause the other vessel to change course.	
14	Ensure that communication with the Operational Commander is established to update the status of the assigned mission. If personnel are to be embarked/disembarked on the vessel of interest, utilize a boarding ladder as provided. Minimize the time alongside. If necessary and following U.S. Coast Guard instructions and SOP, "make-up" to the other vessel rather than relying on helm and power to maintain contact.	
15	When the mission is complete, embark all personnel. Sheer the stern in with the helm to get the bow out. Avoid getting set toward the side or stern of the vessel.	
NOTE & If on a sea painter, its strain sheers the boat clear.		
16	If on a sea painter, use enough speed to get slack in the line, then cast off when clear. Ensure the sea painter is hauled back aboard the larger vessel immediately to keep it from getting caught in the outdrive or mast.	



CAUTION!

Never back down when clearing alongside, parallel to another vessel that is making way. Outboard powered vessels with a large portion of weight aft are susceptible for shipping water while backing, particularly in a chop.

Apply gradual power to gain slight relative speed. Maneuver the RB-HS away from the vessel of interest. Continue to update position and status of the mission with the Operational Commander.



Section E. Handling Characteristics

Introduction

Boat handling is a complex skill that requires knowledge and practical, underway experience to build confidence and skill level. Always use forethought and finesse when handling the RB-HS. Know the boat's handling features, monitor weather conditions and be aware of the operating limitations of the boat.

In this section

This section contains the following information:

Topic	See Page
Turning and Pivoting	6-15
Head Seas	6-16
Beam Seas, Following Seas, and Quartering the Seas	6-17
Effects of Wind	6-18
Station Keeping	6-19

Chapter 6 – Mission Performance





Turning and Pivoting

E.1. Characteristics

The RB-HS turns or pivots, for steering purposes, on its vertical axis, at approximately the aft cabin bulkhead when fully trimmed in. Because of this characteristic (which provides other benefits such as straight-line tracking and planing), coxswains must be aware of the boat's turning capabilities.

WARNING

High-speed turns while improperly trimmed may result in injury to crew or damage to the RB-HS.

E.1.a. Turning on plane

Avoid making sharp, high-speed turns while improperly trimmed. Due to the reduced amount of wetted surface (hull in water), sharp, high-speed turns may result in "hooking a chine". This can be hazardous and may result in injury to the crew or damage to the boat. If a sharp turn is required, trim the engines in before turning.



Head Seas

E.2. Buoyancy

The primary considerations when advancing in head seas are to maintain forward momentum and keep the bow into the swell. The buoyant construction of the boat allows it to ride up over oncoming seas.

E.3. Overacceleration

When heading into the wind and up the face of large waves, care must be taken to avoid over-accelerating, which can result in the bow being caught and creating a pitch-pole situation where the boat is inverted end-over-end.



Beam Seas, Following Seas, and Quartering the Seas

E.4. Beam seas

Whenever possible, the coxswain should avoid steering a course parallel (broadside) to heavy swells. Tack across the swells at a 30- to 40-degree angle. If necessary, steer a zigzag course, making each leg as long as possible, and adjust the boat speed for a safe and comfortable ride. Seas directly off the beam of the boat can cause adverse rolling conditions.

When transiting parallel to the seas, the boat will tend to ride the contour of the wave surface. This means that the boat's vertical axis will remain perpendicular to the surface on which the boat is operated. A wave face of 20 degrees will cause a 20-degree heel.

E.5. Following seas

Following open seas up to 6 feet can be negotiated at full speed as long as the boat remains stable as it travels down the front of the swell. In bad weather, the RB-HS is relatively safe running before the sea due to its speed. If caught in breaking seas, this advantage is used to ride the back of the waves while adjusting speed as required.

E.6. Quartering the seas

Taking larger head seas slightly off of either bow can create a more comfortable ride, as the boat may proceed more gently off the back of the wave instead of slamming violently. The speed and angle of approach will have to be adjusted as needed for the optimum ride. This is sometimes referred to as quartering the seas, which is not to be confused with taking a following sea on the quarter.



Effects of Wind

E.7. Maneuverability

In calm or negligible wind and seas, the RB-HS responds well using standard twin-screw operating practices. In stiff winds, several design features combine to make handling this boat challenging. With the majority of weight and the deepest draft aft, the bow is very susceptible to the effects of the wind. Moderate winds may have an effect on maneuverability and can often be the predominant environmental factor in maneuvering situations. In some cases, it can be difficult to recover and turn the bow into the wind at slow speeds.



Station Keeping

E.8. Stern-to

Station keeping requires concentration to maintain a constant heading and position. The boat tends to work well with its stern to the wind as the bow tends to "weathervane" downwind. If stern-to station keeping is not an option, the operator must use extra care to counteract environmental factors.

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Section F. Operating with Helicopters

Introduction

The RB-HS has installed communications and navigation equipment to operate with helicopters on assigned marine and aviation frequencies. The tactical mission of the RB-HS and its coordination with helicopter operations will be promulgated by applicable U.S. Coast Guard instructions. (See *Boat Crew Seamanship Manual*, COMDTINST M16114.5 (series), *Chapter 19*.)

Chapter 6 – Mission Performance





Section G. Anchoring

WARNING ♥

If the anchor line fairlead is from any point other than the bow, there is the potential for a tripping hazard and possible capsize. Never anchor from the stern.

Introduction

Care must be taken when anchoring to ensure that the anchor line fairlead is over the bow.

NOTE &

Anchoring procedures are described in the *Boat Crew Seamanship Manual*, COMDTINST M16114.5 (series).

Chapter 6 – Mission Performance





Section H. Towing

Introduction

Towing a disabled vessel requires a high degree of awareness of all potential hazards as well as a full knowledge of the capabilities and limitations of the particular components within the towing operation. The safety of your crew and the crew of the towed vessel is more important than property.

NOTE &

Towing procedures are described in the *Boat Crew Seamanship Manual*, COMDTINST M16114.5 (series).

WARNING 💖

The RB-HS, due to its limited size and hull design, is more susceptible to tripping. A boat is said to be tripping when it is towed sideways by an opposing force on its own towline. There is imminent danger that a boat will capsize when in a tripping situation. If your vessel is caught in a tripping situation, the coxswain must attempt to maneuver to position the stern back under the towline; or sever the towline at the bitt.

H.1. Angular momentum

Overcoming angular momentum can be far more hazardous on smaller non-displacement hulls such as the RB-HS. When changing the direction of the tow, the towed vessel will develop angular momentum; the vessel's heading begins to change and it wants to keep changing in that same direction. Attempts to correct angular momentum can create a tripping hazard. Coxswains need to anticipate how the momentum will affect the towed vessel's motion and apply an offsetting force early and gradually.

Chapter 6 – Mission Performance





Section I. Securing Procedures

Introduction

Once a mission is complete, it is essential that the RB-HS equipment be correctly secured to enhance subsequent equipment performance and equipment longevity.

I.1. Procedure

The following procedure should be completed after each mission:

Step	Action
1	Secure all non-essential electrical and electronic gear.
2	If operated, ensure heater is "cooled down" prior to securing.
3	Ensure all equipment necessary to moor the RB-HS is available on deck.
4	If necessary, lower the folding tow light mast and folding light arch.
5	Idle and stop engines.
6	Secure all non-essential breakers and switches on the 12-volt power panels.
7	Turn the battery and accessory battery switches to the <i>off</i> position.
8	Remove start keys and engine kill switch clip and lanyard from the ignition panels.
9	Secure all pyrotechnics, weapons and ammunition as directed by U.S. Coast Guard instruction or station operating requirements.
10	Check and refill all machinery fluid levels.



11	Refi	Refuel the boat and refill the heater fuel tank.		
12	Was	Wash the boat down with freshwater.		
NOTE &		Keeping the boat clean and neat is very important to control corrosion. Having aluminum in contact with dissimilar metal, particularly a copper alloy, can cause major corrosion problems. Something as small as a penny left in the bilge can cause serious damage. Maintaining corrosion control is the responsibility of everyone in the crew.		
NOTE	G-\^	The mission is not complete until the boat is ready for the next mission.		



Introduction

Responding to equipment casualties and emergencies aboard the RB-HS should be second nature to all members of the crew. The ability of crewmembers to take immediate action to control emergency situations is critical to prevent a bad situation from getting worse. While every event is different, step-by-step procedures help gain control of the casualty and aid in troubleshooting.

The first step in responding to all casualties is to protect the immediate safety of all crewmembers and to communicate the nature of the casualty to the crewmembers. It is the coxswain's responsibility to keep the Operational Commander informed of all emergencies encountered during the operation of the boat.

The coxswain and crew should work together to determine if equipment casualties can be safely repaired while underway. The coxswain must decide whether a casualty has impacted the ability of the boat and crew to complete the mission. The coxswain should not make the decision in a vacuum; input from other crewmembers, as well as communication with the Operational Commander, should be used to determine whether to continue with the mission. The following factors should be considered:

	Factors
1	The safety and physical condition of the crew and vessel.
2	Equipment limitations due to the casualty.
3	Current and forecast weather and sea conditions.
4	The urgency of the mission.

In this chapter

This chapter contains the following sections:

Section	Торіс	See Page
A	Capsizing	
В	Steering Casualty	7-5
C	Loss of Control of Engine RPM	7-7
D	Loss of Fuel Oil Pressure	7-9
Е	Loss of Lube Oil Pressure	7-11
F	Engine High Water Temperature	7-13



G	Damage to Collar	7-15
Н	No Power/Insufficient Power to	7-17
	Communications/Navigation Equipment	



Section A. Capsizing

A.1. Symptom(s)

 Because of the design of the RB-HS and the installed collar, it is most unlikely that the boat would capsize.

NOTE &

Boat crew personnel should be familiar with the *Boat Crew Seamanship Manual*, COMDTINST M16114.5 (series), *Chapter 16, Water Survival Skills*.

A.2. Actions

If the vessel is bottom side up, take the following actions:

WARNING!		DO NOT use a pyrotechnic signaling device if capsizing occurs. The RB-HS uses gasoline for fuel and gasoline may spill from the fuel tank and cover the surface of the water if the craft capsizes.	
Step	Action		
1	Inflate personal flotation device.		
2	Account for all crewmembers.		
3	Try to determine if the Emergency Position Indicating Radio Beacon (EPIRB) has floated clear of the hull and has deployed.		
4	Stay as close to the boat as possible. If possible, climb back atop the capsized hull to aid in search and rescue efforts.		
NOTE After capsizing, if possible, climb atop the hull. The boat is inherently buoyant even after capsizing. The boat is designed to remain afloat with crewmembers on it in capsized position.			





Section B. Steering Casualty

B.1. Symptom(s)

 Sluggish response or no response when wheel is turned to port or starboard.

B.2. Actions

When partial or complete steering loss occurs, take the following action:

Step	Action	
1	Coxswain notify and direct the crew to investigate the casualty, and reports status, cause and, if applicable, estimated time to repair.	
2	Notify the Operational Commander of the casualty.	
3	Check for steering fluid in the bilge areas, around the helm pump, and adjacent to the transom near the steering actuators.	
WARNING Do not turn the wheel while crewmembers are inspecting steering system linkage.		
4	Ensure that all lines and fittings in the steering system are installed and tight.	
5	Report all findings to coxswain.	





Section C. Loss of Control of Engine RPM

C.1. Symptom(s)

- Throttle position changes with no apparent change in engine RPMs.
- No ahead or astern movement of the boat.

C.2. Actions

When the engine fails to respond to throttle commands, take the following actions:

Step	Action	
1	Coxswain notify and direct the crew to investigate the casualty, and reports status, cause and, if applicable, estimated time to repair.	
2	Crewmembers should: • check throttle and shift control cables, • check throttle arm on engine, and • report all findings to coxswain.	
3	If required, secure engine while in gear.	
4	Coxswain report status of casualty to the Operational Commander.	





Section D. Loss of Fuel Oil Pressure

D.1. Symptom(s)

- Erratic or unstable engine RPMs.
- Engine stops completely.

D.2. Actions

When it appears that the engine has sustained a loss of fuel oil pressure, take the following actions:

Step	Action	
1	Coxswain notify and direct the crew to investigate the casualty, and reports status, cause and, if applicable, estimated time to repair.	
2	Verify the fuel tank level at the gauge on the coxswain's console. Sound the fuel tank to ascertain tank level.	
3	Coxswain direct crewmembers to investigate for cause of casualty.	
4	 Crewmembers should: check the bilge area for fuel in bilges, check for the presence of fuel around the engine cover, check the condition of the secondary (Racor) fuel filter, check engine fuel lines for holes or loose connections, check engine fuel filter and water separator for visual contamination as applicable, and report all findings to coxswain. 	
5	Coxswain report status of casualty to the Operational Commander.	





Section E. Loss of Lube Oil Pressure

E.1. Symptom(s)

- Loss of engine power when throttle is increased.
- Green light (low oil pressure) extinguishes on ignition panel.

E.2. Actions

If the engine experiences a loss of oil pressure and shuts down, take the following action:

Step	Action
1	Coxswain notify and direct the crew to investigate the casualty, and reports status, cause and, if applicable, estimated time to repair.
2	Coxswain secure the engine if this has not already occurred.
3	Coxswain direct crewmembers to investigate for cause of casualty.
4	 Crewmembers should: check the outboard engine area for oil, verify oil level on dipstick, check that spin-on oil filter is tightly installed, check oil drain fitting for security, and report all findings to coxswain.
5	Coxswain report status of casualty to the Operational Commander.





Section F. Engine High Water Temperature

F.1. Symptom(s)

- Loss of engine power when throttle is increased.
- Red light (overheating indicator) illuminates on ignition control panel.

NOTE &

When the red overheat light illuminates, the engine speed is reduced automatically to 1800 RPM. If the condition persists another 20 seconds, the engine shuts down.

• Steam escaping from engine cover.

F.2. Actions

If the engine experiences high water temperature, take the following actions:

Step	Action	
1	Coxswain notify and direct the crew to investigate the casualty, and reports status, cause and, if applicable, estimated time to repair.	
2	Coxswain bring engine to idle and stop the engine.	
3	Coxswain verify the water temperature gauge reading on the coxswain's console.	
4	Coxswain direct crewmembers to investigate for cause of casualty.	
5	 Crewmembers should: check engine cover with the back of the hand to ascertain any abnormal temperature, check around engine cover for evidence of steam, if possible, tilt engine forward and check cooling water intake screen for obstructions, and report all findings to coxswain. 	
6	Coxswain report status of casualty to the Operational Commander.	





Section G. Damage to Collar

G.1. Symptom(s)

• Obvious rips and tears to collar.

G.2. Actions

If damage to the collar occurs, take the following actions:

Step	Action	
1	Coxswain notify and direct the crew to investigate the casualty, and reports status, cause and, if applicable, estimated time to repair.	
2	 Crewmembers should: check the physical condition of the collar, and report all findings to coxswain. 	
3	Coxswain report status of casualty, disabling or restrictive, to the Operational Commander. Return home as directed by extent of casualty and direction of Operational Commander.	





Section H. No Power/Insufficient Power to Communications/Navigation Equipment

H.1. Symptom(s)

• VHF, radar, or GPS system(s) fail to operate properly.

H.2. Actions

If there is no power to operate the communications/navigation equipment, take the following actions:

Step	Action	
1	Coxswain notify and direct the crew to investigate the casualty, and reports status, cause and, if applicable, estimated time to repair.	
2	Verify alternator output on voltmeter for each engine.	
3	Check the position on power panels of all breakers and switches for the affected equipment.	
4	Crewmembers report all findings to coxswain.	
5	Coxswain report status of casualty to the Operational Commander.	





Appendix A. RB-HS Outfit List and Stowage Plan

Introduction

This appendix is the standard stowage plan for the RB-HS outfit. No deviation from this list is authorized, except in the event that the addition of portable equipment, not part of the standard boat outfit, is necessary to meet mission needs, units are authorized to temporarily carry this extra equipment.

The RB-HS Management Information, Configuration, and Allowances (MICA) provides national stock numbers (NSNs) and ordering information for all outfit list items.

In this appendix

This appendix contains the outfit list and stowage plan for the boat.

WARNING

Any time the boat is underway, the coxswain MUST have the lanyard of the engine kill switch clipped to his/her survival vest or PFD. A second kill switch activation clip and lanyard MUST be carried onboard to enable remaining crewmembers to operate the boat in the event the coxswain is ejected.

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Main Deck

<u>Item</u>	Part Number	Quantity
Garelick Deluxe Telescoping Boat Hook to 8'	55170	1
Medical Day Pak - 4 Mini Kits	MSP50	1
5½" x 20" 2-Eye Ribbed Black Fender	G3BLACK	2
3/8" x 9' Black Fender Whip	WHIP9BLK	2
5/8" x 25' Black Dock Line	618040202561	6
Bucket	CLE931	1
3/8" Pro-Set Nylon 3-Strand Line for Bucket	170024006030	12
150' x ³ / ₄ " 2-in-1 Super Strong Nylon Tow Line	472048006020	1
18" Hand Bilge Pump w/ 24" Hose	118PF	1
3/8" Galvanized Anchor Shackle WLL 2000 Pounds	147610	3
3/8" Galvanized Eye & Eye Swivel	181110	1
¹ / ₄ " x 4' PVC Coated Anchor Chain	312944	1
Fortress 7-Pound Anchor	FX11	1
21" Rubber Tie-Down	635021	1
Spare Kill Switch Lanyard	TBD	1





Appendix B. **RB-HS Engineering Changes (ECs)**

Introduction

This appendix contains a list of authorized ECs for the RB-HS.

NOTE &

For a complete breakdown of the Engineering Change Request, see the *Naval Engineering Manual*, COMDTINST M9000.6 (series), *Chapter 41*.

In this appendix This appendix contains the ECs for the RB-HS.

Торіс	See Page
Engineering Changes (ECs)	B-3

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Engineering Changes (ECs)

EC		
Number	Subject	Date





Appendix C. RB-HS Material Inspection Checklist

Introduction

This appendix is meant to be a systematic means to inspect ANY RB-HS and to ensure the entire boat is prepared to meet mission demands.

This checklist may be locally reproduced.

In this appendix

This appendix contains the Material Inspection Checklist for the RB-HS. This inspection list covers the following areas of the boat:

No.	Area	See Page
I	Hull	C-5
II	Deck	C-7
III	Bilge	C-9
IV	Aft, Port and Starboard Storage Boxes	C-11
V	Outboard Engines and Steering Actuator	C-13
VI	Cabin (Interior)	C-15

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Material Inspection Checklist

Boat number: Station: Date:	
References:	 Response Boat – Homeland Security (RB-HS) Operator's Handbook, COMDTINST M16114.37 Naval Engineering Manual, COMDTINST M9000.6 (series) Coatings and Color Manual, COMDTINST M10360.3 (series) Coast Guard Rescue and Survival Systems Manual, COMDTINST M10470.10 (series)
WARNING 💖	The engine kill switch lanyard and activation clip MUST be inspected daily. Damaged, deteriorated or frayed lanyards must be replaced prior to engine start. Engine kill switch operation must be tested weekly.
Inspection standards:	 The following inspection standards apply to the RB-HS hull, machinery, equipment, outfit, and all installed systems and accessories: Operates smoothly and correctly. Free of grease, oil, rust, and corrosion. All fluid levels and pressure readings are within tolerances. Protective coatings applied correctly and neatly. Free of rips, tears, abrasions, and cracks. Outfit and equipment correctly installed, adjusted and stowed to specifications and design (see <i>Appendix A</i>). Labels, test dates and placards properly displayed. Free of non-standard/unapproved installations or equipment. Maintained according to current manufacturer's guidelines and Commandant Directives.
Inspection guidelines:	Inspections require a minimum of <i>two</i> experienced personnel, preferably one Boatswain's Mate and one Machinery Technician, who have a strong working knowledge of the contents of all references listed above. Each item on the checklist should be judged against applicable standards and references. Additional discrepancies, uninstalled engineering changes (ECs), etc. should be listed.
Inspected by:	Date:
Inspected by:	Date:

Appendix C - RB-HS Material Inspection Checklist





I. Hull

WARNING 💖

Any time the boat is started or has way on, the coxswain MUST have the lanyard of the engine kill switch clipped to his/her survival vest or PFD. A second engine kill switch activation clip and lanyard MUST be carried onboard to enable remaining crewmembers to operate the boat in the event the coxswain is ejected.

ITEM	SAT	UNSAT	REMARKS
Hull (Visible Surfaces)			
Collar			
Transom			
Depth Sounder Transducer Wiring			
Tie-Downs			
Outboard Engines			
Steering Actuators			
Zinc Anode			
Paint			
Lettering/Numbering/Decals			
Waterline			
Self-Bailing One-Way Scuppers			
Navigation Lights (Red/Green)			

REMARKS:_			
_			





II. Deck

ITEM	SAT	UNSAT	REMARKS
Radar Arch Fittings and Hinge			
Lifting Eyes and Tie-Downs			
Engine and Heater Fuel Fill Stations (Fill Vent)			
Deck Covering (Paint/Non-Skid)			
Heater Exhaust			
Heater Intake			
Bow Post			
Tow Post			
Gun Mounts (if installed)			
Ammunition Box Shelves			
EPIRB			
Portable Fire Extinguishers			
Anchor Locker			
Radar Arch			
Horn			
Radar Antenna			
GPS Antenna			
Blue Strobe Light			
Loudhailer Speaker			
Floodlights			



ITEM	SAT	UNSAT	REMARKS
Anchor Light			
Cabin (Exterior)			
Cabin Door			
Windscreen			
Side Windows and Doors			
Windshield Wipers			
Cuddy Cabin Door			
Bilge Pump Overboard Discharge			
Battery Vent			

REMARKS:			



III. Bilge

ITEM	SAT	UNSAT	REMARKS
Electric Bilge Pump			

REMARKS:_			
_			





IV. Aft, Port and Starboard Storage Boxes

ITEM	SAT	UNSAT	REMARKS
12-VDC Bus Bar			
Primer Bulbs			
Fuel Tank Level Sensor			
Fuel Filters (Racor)			
Fuel Fill Cap			
Fuel Fill Line			
Fuel Vent Hose			
Lift Fixtures			
Scuppers			

REMARKS:			





V. Outboard Engines and Steering Actuator

ITEM	SAT	UNSAT	REMARKS
Engine			
Engine Cover			
Oil Level Dipstick			
Oil Fill Cap			
Propeller			
Engine Attachment Points			
Cooling Water Flow Indicator			
Cooling Water Intakes			
Zinc Anodes			
Belts			
Hoses			
Water Separator Bowl			
Wiring			
Control Cables and Linkage			
Steering Actuator			
Actuator Shaft (Exposed Area)			
Cylinder			
Attaching Hardware			
Tie Bar			



ITEM	SAT	UNSAT	REMARKS
Hydraulic Lines and Fittings			

REMARKS:_			
_			



VI. Cabin (Interior)

ITEM	SAT	UNSAT	REMARKS
Crew Seats			
Battery Switches			
Batteries and Battery Boxes			
Ignition Panels (Start Keys, Engine Kill Switch Clips and Lanyards)			
Communications/Navigation Equipment			
VHF Radios			
Radar			
Depth Sounders			
Microphones			
Engine Throttle Control			
Steering Wheel			
Helm Pump			
Power Panels and Switches			
Heater Control			
Searchlight Control			
Engine Gauges and Warning Lights			
Small Arms Stowage			
Fans			
Interior Lights			



ITEM	SAT	UNSAT	REMARKS
Windshield Wipers and Washer Controls			
Sliding Windows and Latch			

REMARKS:_			



Appendix D. RB-HS Disabling Casualties

Introduction

This appendix contains disabling casualties for the RB-HS. Refer to *Chapter* 5, Section A of this handbook for steps to follow if any of these casualties occur.

In this appendix The disabling casualties list covers the following subject areas:

Topic	See Page
Engine Parameters	D-3
Engineering System Components	D-3
Electronics/Navigation	D-3
Safety	D-4
General Material	D-4

Operator's Handbook - RB-HS





Disabling Casualty List

Engine parameters

- Engine Lube Oil Pressure:
 - ➤ Green Engine Oil Pressure Light extinguishes on ignition panel, engine RPM is automatically limited to 1800 RPM.
- Engine Cooling Water:
 - Red overheating indicator illuminates on the ignition panel, engine speed is automatically reduced to 1800 RPM. If condition continues for another 20 seconds, the engine automatically shuts down.

Engineering system components

- Engine fails to start.
- Uncontrollable overheating.
- Metallic/non-metallic noise: metal-on-metal/fuel-knock/bearing/clicking.
- Excessive or engine vibration.
- Any fuel oil (gasoline) system or engine component leaking or dripping fuel.
- Engine surging/over speed (over 50 RPM).
- Loss of engine control.
 - > Continuous electrical breaker trip.
- Starting batteries will not charge.
- Steering system inoperative.
- Engine motor mount hardware loose or missing.
- Continuous blowing of outboard engine fuses.
- Loose/missing propeller coupling nut.
- Loose/missing hardware engine control.
- Loose/missing hardware on steering actuator.

Electronics/ navigation

- No electronic means of signaling distress (i.e., no radio, EPIRB not installed or unserviceable, etc.).
- Electronic equipment will not energize.
- Radar arch securing hardware loose/missing.



Safety

- Any navigation light inoperative.
- Electrical arcing and sparking.
- Odor of insulation overheating.
- No portable fire extinguishers (unserviceable).
- No spare engine kill switch activation clip and lanyard available.
- Boat pyrotechnics unserviceable/missing.

General material

• Hull breach below the waterline.



Appendix E. **RB-HS Restrictive and Major Discrepancies**

Introduction

This appendix contains restrictive and major discrepancies for the RB-HS. Refer to Chapter 5 of this handbook for steps to follow if any of these casualties occur.

In this appendix This appendix contains the following information:

Topic	See Page
Restrictive Discrepancies	E-3
Major Discrepancies	E-4

Operator's Handbook - RB-HS





Restrictive Discrepancies

Engine and boat • systems

- Engine performance:
 - Maximum RPM (norm 4400 4800) less than 6000 RPM.
 - Overheating indicator illuminates, alarm sounds.
- Leaks more than 15 drops per minute:
 - > Outboard cooling water components.
 - > Outboard engine lubrication system components.
 - > Steering actuator.
- Any fuel oil dripping (falling onto a surface that is not hot, less than 400 °F) within ten (10) minutes.
- Inoperative/inaccurate pressure/temperature alarms or gauges.

Engineering system components

- Bilge pump inoperative.
- Alternator inoperative.

Electronics/ navigation

- Depth sounder inoperative.
- GPS inoperative.
- Radar inoperative.
- Both compasses affected as described below:
 - > Deviation table missing.
 - Compass deviation greater than 5 degrees.
 - > Compass inaccurate greater than 5 degrees.
- Electronics:
 - > One VHF transceiver inoperative.

General material and safety

- Watertight integrity:
 - ➤ Holes/cracks in the hull above the waterline.
 - > Damage to collar that removes the polyurethane coating.
- Emergency alarms inoperative (bilge, lube oil pressure, high water temperature).



Major Discrepancies

Engine and boat • systems

- Leaks less than 15 drops per minute:
 - Outboard engine cooling water.
 - Outboard engine lubrication.
 - > Steering actuators.
- Any fuel leak (piping/fittings/tank) that drips less than one (1) drop within ten (10) minutes.
- Bilge pump hose missing hose clamp.
- Loose/missing fittings, nuts, bolts, brackets, etc.:
 - ➤ Hardware on the engines used for attaching accessories and sensors.
 - > Battery terminals loose or corroded.
 - Engine control cables loose or disconnected.
- Flexible hoses and gauge lines used for petroleum-based products neither fire rated nor fire sleeved (fire sleeve properly banded at both ends).
- Fluid levels below minimum required.
- Alternator voltage output less than 12 VDC.
- Any standard boat machinery, with the exception of those listed on the disabling or restrictive list, not operating properly.

Boat outfit

• Fire extinguisher PMS not recorded on equipment tag or improperly completed.

Electronics/ navigation

- Compass light inoperative.
- Expired deviation table.
- Any standard boat electronics, with the exception of those listed on the restrictive list, not operating properly.

General material and safety

- Watertight integrity:
 - > Improperly repaired damage to hull or collar.
 - > Damage to folding radar arch.
- Any standard boat machinery or system, with the exception of those listed on the disabling or restrictive lists, not operating properly.



Appendix F. List of Acronyms

Introduction This appendix contains a list of acronyms used throughout the handbook.

In this appendix This appendix contains the following information:

Topic	See Page
List of Acronyms	F-3





ACRONYM	DEFINITION
ATF	Automatic Transmission Fluid
BCRB	Bow Collar Reinforcement Bracket
CASREP	Casualty Report
СО	Commanding Officer
DES	Digital Encryption Standard
DIW	Dead-in-the-Water
DO	Defense Operations
DSC	Digital Select Calling
EC	Engineering Change
ELC	Engineering Logistics Center
ELT	Enforcement of Laws and Treaties
EPIRB	Emergency Position Indicating Radio Beacon
GPH	Gallons Per Hour
GPS	Global Positioning System
HPA	Helm Pump Assembly
LED	Light Emitting Diode
MARPA	Mini Automatic Radar Plotting Aid
MEP	Marine Environmental Protection
MICA	Management Information, Configuration, and Allowances
MIG	Metal Inert Gas
MOB	Man Overboard
MSO	Marine Safety Office
MSS	Marine Safety and Security
NM	Nautical Mile
NSN	National Stock Number
OHIP	Overhead Hinged Instrument Panel
OIC	Officer-in-Charge
PFD	Personal Flotation Device
PGM-FI	Programmed Fuel Injection



ACRONYM	DEFINITION
PMS	Planned Maintenance System
PPE	Personal Protective Equipment
PSS	Port Safety and Security
RB-HS	Response Boat – Homeland Security
RBS	Recreational Boating Safety
RFO	Ready for Operation
SAFE	Secured Around Flotation Equipped
SAR	Search and Rescue
SOP	Standard Operating Procedure
TIG	Tungsten Inert Gas
UV	Ultraviolet
WAAS	Wide Area Augmentation System
XO	Executive Officer
XPO	Executive Petty Officer



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